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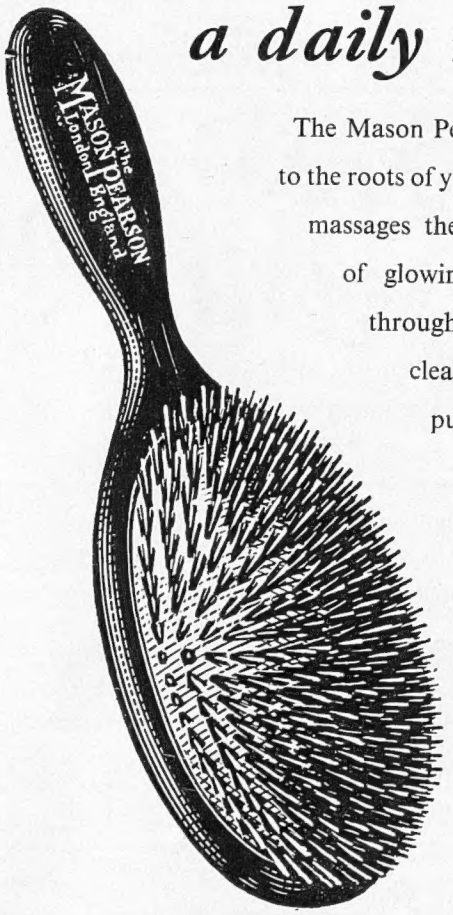

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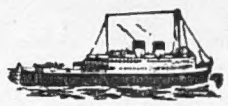

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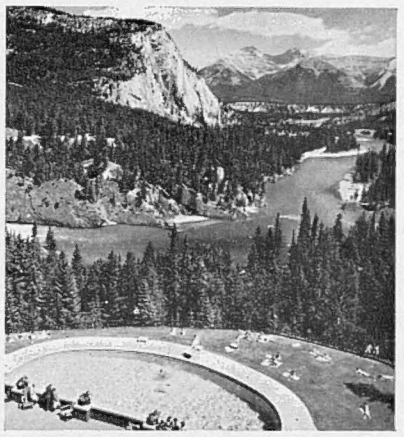

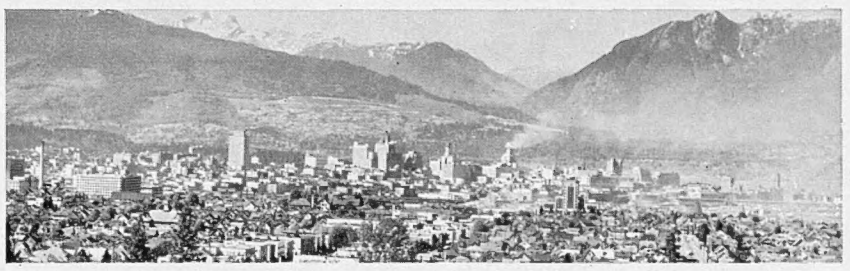

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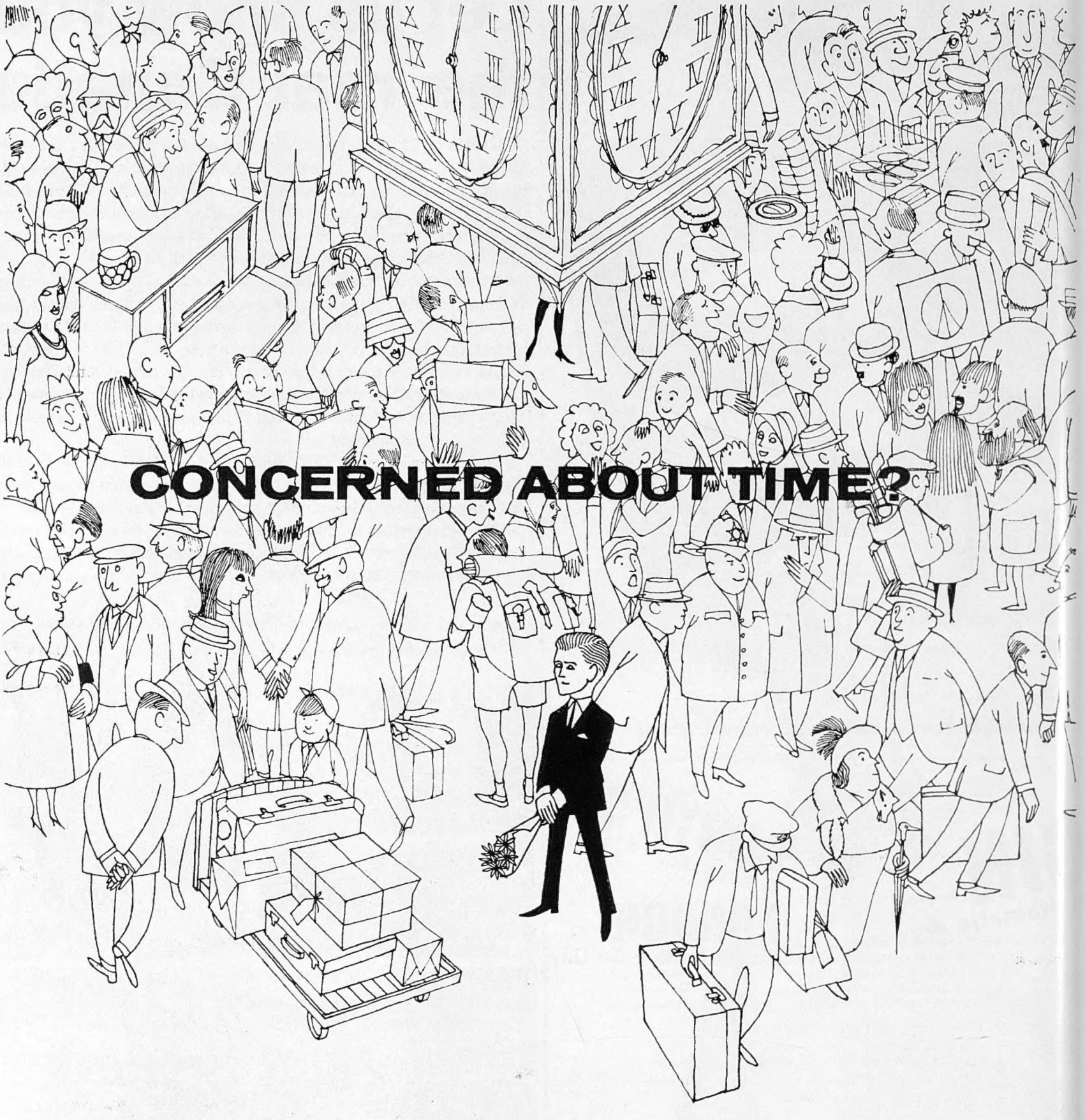

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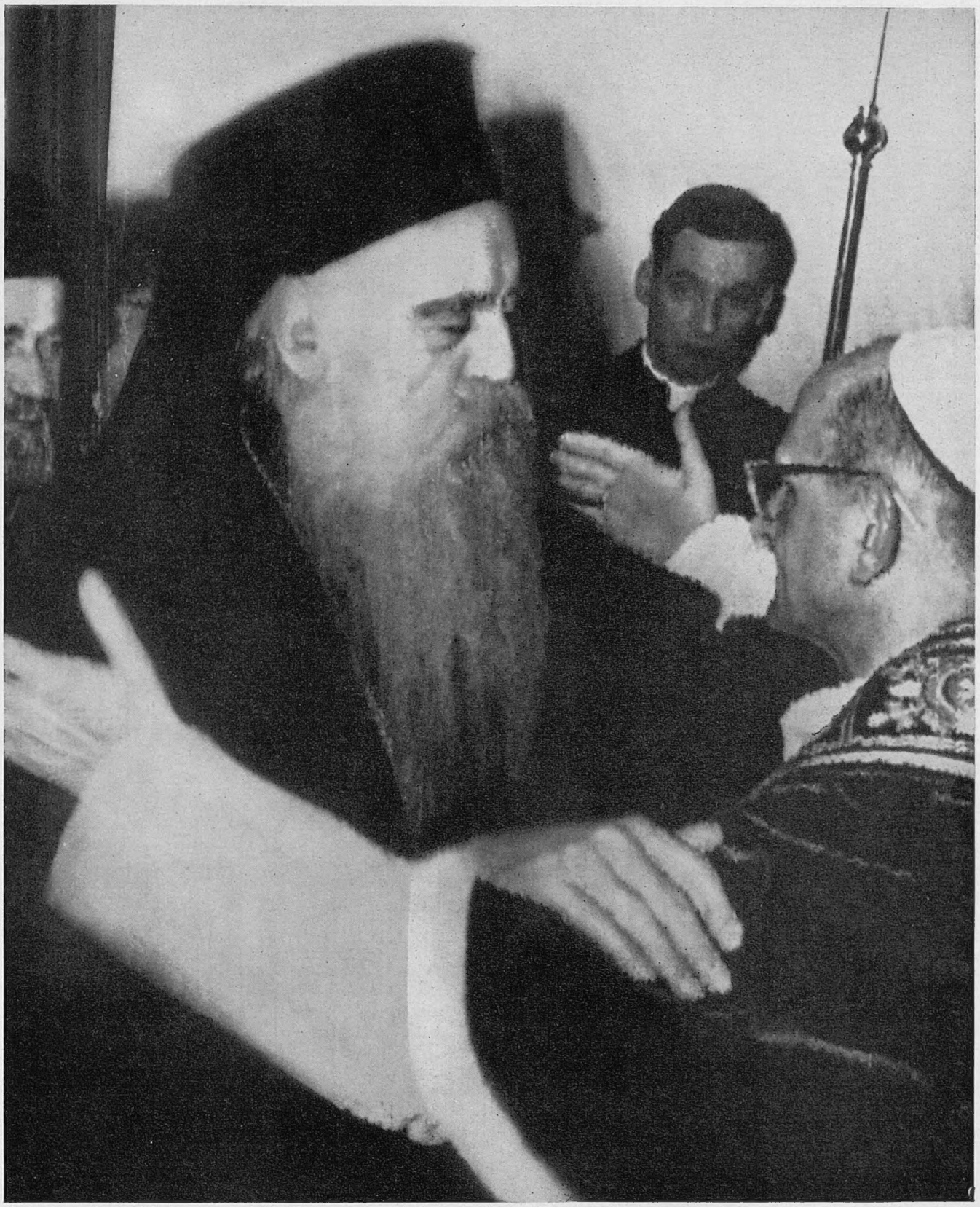


At the Roman Catholic Apostolic Delegation on the Mount of Olives in Jerusalem, Pope Paul VI stretches out his arms to embrace Patriarch Athenagoras, leader of the Eastern Orthodox Church. It was the first time that the heads of these two Churches had met for over 500 years, and was a moment of great historic and religious significance during the Pope's three-day pilgrimage to the Holy Land. At his meeting with Patriarch Athenagoras, the Pope said that, although the roads to unity might be long and difficult, they converge on each other. (More pictures of the Pope's journey are on pages 47, 50 and 51)

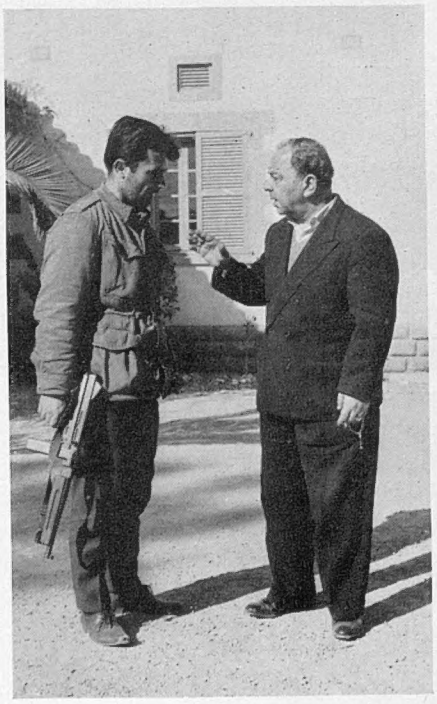
THE ROADS TO UNITY

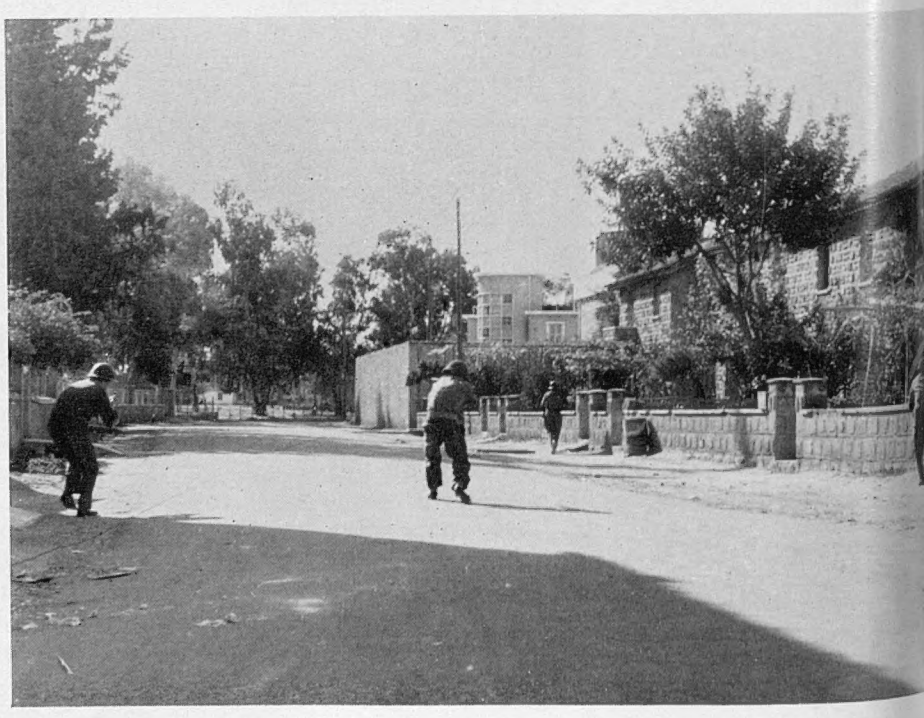
CIVIL STRIFE IN CYPRUS

Above: A murdered Greek monk lies propped against the wall of a building. Another murdered monk is partially hidden by the investigating Cypriot forces. The incident occurred last week at Galaktoforousa, 26 miles south of Nicosia, when four men, armed with shotguns, attacked a monastery and killed three monks, one a 14-year-old novice

Right: Dr Kutchuk, Vice-President of Cyprus and leader of the Turkish community, talks to an armed civilian in the grounds of his residence in Nicosia

Far right: Greek Cypriot forces advance on the police station in the Turkish suburb of Omorphita, scene of some of the bitterest clashes





Above: Mr Duncan Sandys, the Commonwealth Secretary, is presiding over the first meeting of the political liaison committee, consisting of Greek, Turkish and British representatives. The committee was formed in efforts to curb the violence in the civil disturbances on the island. Mr Sandys flew back to London at the end of last week, after securing agreement from Greece and Turkey to a conference in London to review the constitutional position in Cyprus **Left:** Men of the Green Jackets patrol a neutral zone set up round the Turkish quarter of Nicosia. At the end of last week the build-up of British troops being flown to Cyprus was continuing

NEWS SUMMARY

Moves for world peace; the open rift in Cyprus

46

INTERNATIONAL

The Pope's historic pilgrimage to the Holy Land overshadowed all the rest of the weekend news, so profound were the implications for Christian unity and the desire for peace. In the photograph right, highly excited crowds press round the Pope as he walks along the Via Dolorosa in Jerusalem. But last Sunday the Christmas breach in the Berlin Wall was closed. Well over a million West Berliners had been allowed a brief reunion with relatives on the other side. Hopes that the Wall might be opened again were tempered by the consideration that East Germany would set a higher political price in future bargaining.

CYPRUS

By last weekend the peace-keeping efforts of the British troops flown to the divided island showed signs of restoring life to some semblance of normality. But politically the island seemed as divided as ever. Riots between the Greek majority and Turkish minority grew out of President Makarios's attempts to obtain a revision of the Cypriot constitution under which Turkish Cypriots have certain safeguards. Last week President Makarios announced he would end the treaties by which Greece, Turkey and Britain guarantee the independence and constitution of Cyprus. Mr Sandys, the British Commonwealth Secretary, flew to the island and managed to obtain agreement for a meeting between the three powers in London. It was hoped that a UN representative would attend the talks.

GREAT BRITAIN

Well over 2,000 names were in the New Year Honours List. Among those honoured were Lord Eccles, former President of the Board of Trade and former Minister of Education, who received a viscountcy, and Mr Roy Thomson, Chairman of the Thomson Organisation Ltd., who received a barony. Of five new Privy Counsellors, two are Sir Alexander Bustamente, the Jamaican Prime Minister, and Dr Eric Williams, Prime Minister of Trinidad and Tobago. (See also page 57.)

Fears were expressed in London about the depletion in emergency of the central Strategic Reserve. Britain's need to reconcile Nato requirements with Commonwealth considerations has stretched her military resources. The 100-ton Belfast strategic freighter made its maiden flight over the weekend. This huge aircraft for the RAF is designed to enable Transport Command to move large bodies of troops and equipment at short notice.

UNITED STATES

With the political battle beginning to hot up, President Johnson's State of the Union speech this week was awaited with great interest. In preparation for presenting his Budget to Congress this month, he has been emphasising the need for economy. The struggle within the Republican Party over the Presidential nomination has heartened President Johnson's Democrat supporters. Last weekend the right-wing Senator Goldwater announced he would run for the Republican nomination. The only other Republican, so far, who has announced he was running is the liberal Governor Rockefeller of New York.

GHANA

Five shots fired at close range missed President Nkrumah in Accra last week but killed his chief security officer. The gunman was at once arrested and the government ordered army units to surround Flagstaff House, the President's official residence. All Ghana's borders were sealed.

President Nkrumah last week announced a referendum this month to make Ghana a one-party state. The one party would be the President's own Convention People's Party.

MALAYSIA

Mr Thorneycroft, the British Defence Minister, in official talks in Kuala Lumpur last week, reviewed Malaysian defence against Indonesia's increasingly aggressive confrontation policy. Mr Thorneycroft then went to Singapore to review British military responsibilities on the island.

Mr Roy Thomson flies from London to Canada

Senator Barry Goldwater announces that he will run

THE NEWS IN PICTURES

Chou En-lai in Morocco

The Chinese Prime Minister, Chou En-lai, is presented in Rabat with an ornate ceremonial sword, a gift from King Hassan II of Morocco (centre). The case is held by a Moroccan Army officer. Chou was spending four days of his two month tour of Africa and the Middle East in Morocco. The Chinese Premier's African tour is discussed by Maurice Latey on the facing page

Life sentence for OAS activities

Ex-Colonel Argoud prepares to get out of the police van used to transport him to the French State Security Court in Paris. Last week the Court sentenced him to life detention for his part in Secret Army Organisation activities. Argoud was not in court to hear his sentence. He refused to leave his cell, claiming legally he was in Germany from where allegedly he had been abducted

Labour MPs stoned in Aden

Three Labour MPs arrive at London Airport from Aden. During their visit they were stoned by a crowd of 300 tribesmen at Zingabar. From left they are, Mr Oram, Mr Taverne and Mr Loughlin

Demonstrations in Jakarta

Police herd demonstrators away from the front of the US Embassy in Jakarta. The protest was staged after reports that the US planned to send the US Seventh Fleet to the Indian Ocean

LATTER DAY IMPERIALISTS

The tour of the Chinese Prime Minister, Mr Chou En-lai, in Africa brings the Sino-Soviet dispute to a new and interesting stage. So far, in the argument with Moscow, Pekin has been isolated, except for the support of a few Asian Communist parties, which are exposed to fairly direct Chinese pressure. Chou's tour, now at its halfway mark, is an attempt to break out of this isolation. As such it is being watched with particular attention and some anxiety in Moscow.

The nature of this anxiety is clear from a 9,000-word interview which Mr Khrushchev gave to Algerian, Ghanaian and Burmese newspapers, which was published to coincide with Chou's arrival in Algeria. Neither the Chinese Prime Minister nor his country was mentioned in the interview. But Khrushchev issued a warning against attempts to drive a wedge between the national independence movements and the Soviet bloc by exploiting "racism." He was referring to the Chinese attempt to exploit anti-European feeling in Asia, Africa and Latin America by tarring the Soviet Union with the European brush. This Chinese campaign is at present centred on organising a new conference on the Bandoeng model, a conference of African, Asian and Latin American countries from which the Soviet Union as a European Power would be excluded. It was at the Bandoeng Conference of 1955 that Communist China made her successful debut on the international stage, proclaiming together with India the Five Principles of peaceful co-existence, which have since been rather flagrantly violated in the Sino-Indian border dispute. The object of holding such a conference would be to establish Chinese leadership in the anti-colonialist movement of Asia and Africa and to oust the influence of the Soviet Union and India.

'Anti-colonialist' in Africa

Chou relies for his effort to win friends and influence people on exploiting violent and extreme "anti-colonialist" feeling. If he can get Algeria and as many of the new African states as possible involved in violent action against Angola and Mozambique, if he can encourage revolutionary action against so-called neo-colonialist governments who maintain friendly relations with the Western Powers, if he can promise support to President Nasser in stirring up further trouble in the South Arabian peninsula, and in particular in the Aden Federation, China can reasonably hope to land some big fish from the troubled waters. Khrushchev showed himself eager not to be outdone in extremism in his interview with the Algerian press. He pledged Soviet support, both moral and material, to so-called "just wars of liberation" and recalled the arms that the Soviet Union had sent to the Algerian liberation army. But in fact China had given earlier and more active support to the Algerians and had recognised their government while they were still rebels. In any contest in extremism the Chinese are liable to win, because they are willing to take risks of more general war which Moscow would wish to avoid, and are anxious to create tension rather than relax it.

In another field Moscow has the advantage. At the end of Chou's visit an agreement on Soviet technical aid and co-operation with Algeria was announced in Moscow. In this sort of economic competition Pekin is bound to lose. The Chinese may be able to support the subsistence economy of tiny Albania at an exceedingly low level, they may be able to help in road building schemes here and there as they did in the Yemen, but for the really large-scale trade and capital investment required by the developing countries China has not the same resources as the Soviet Union. It must have been a bitter moment for the Chinese Prime Minister when President Nasser showed him the Aswan Dam, the star project of that Soviet technical aid and investment of which his own country has been deprived. Perhaps no less significant for him in its way was the giant gas liquefaction plant which he visited on the Algerian coast near Oran which depends chiefly on Western capital and technical aid. As long as Algeria is largely dependent on Western and particularly French economic aid, it is unlikely to become another Cuba despite the many resemblances between the Ben Bella and Castro regimes.

The Soviet and Chinese governments vie with each other in condemning all Western trade and aid and capital investment in the developing countries as neo-colonialism which undermines their independence. This line of argument may still appeal to a number of firebrands but not to responsible leaders who are both proud of their independence and aware of their nations' need for Western aid and capital. For them it is a somewhat insulting line of propaganda. Hitherto, distance has lent enchantment to the Communist powers. Their moral and sometimes material support for every anti-colonialist campaign has been welcome. But as they have become more involved in the affairs of the newly independent states disillusion has sometimes set in. Guinea has expelled a Soviet Ambassador for meddling in internal affairs; and Mr Adoula has expelled a number of Soviet diplomats from the Congo on grounds of intriguing with extremists against his government. Indeed Soviet visitors have been shocked to find themselves suspected as Europeans rather than welcomed as would-be liberators. Further, as the recent African protest march in the Red Square indicated, the Russians have not been altogether happy or skilful in their treatment of the Africans who have come to study in their midst.

Racism in Moscow

There are several thousand Asian and African students in the Patrice Lumumba University in Moscow and in other places of study in the Soviet Union. In addition to the normal difficulties of homesickness and adaptation, there are other special difficulties. On the African and Asian side the students are bound to be aware that there was a good deal more freedom under the much-maligned British and French colonial rule than there is in the Communist countries. For example, in Bulgaria, the Africans were refused permission to form a Students' Union, with the result that many of them left the country. On the other side the Soviet, Bulgarian and Czech citizens feel that the Africans are getting better grants —at the taxpayer's expense—than their own students. Thus economic grounds of resentment are added to the colour prejudice of people who have no previous experience of dealing with Africans.

Mr Chou, on his journey through Ghana and other African states, might well have been tempted to exploit these Soviet difficulties. On the other hand the more the Chinese become involved in the affairs of Africa, the more likely are they to run into similar difficulties themselves. Indeed they have already had some trouble with African students in Pekin.

Communist empire builders

There is a strange irony in this aspect of the Sino-Soviet conflict. The world's two greatest empires compete in attacking Imperialism; the only two Powers that have added to their territories since the war vie with each other in their condemnation of neo-colonialism. They may well find that they are playing with fire. Already thousands of refugees from Sinkiang have fled across the Soviet border, giving the Russians the means of making trouble for Pekin. Already Pekin has complained of the unequal treaties by which their frontier with the Russian Empire was fixed in Czarist times; and the logical sequel to their attempt to play off Asia and Africa against the Soviet Union would be to point to the dependent status of the Central Asian Republics. This perhaps is part of the reason for the Soviet anxiety about the Chinese attempt to exploit inter-continental and inter-racial antagonisms.

The whole affair in fact bears much more the stamp of an old-fashioned imperialist struggle for power and influence than an ideological dispute. The Chinese criticise the Russians for supporting bourgeois nationalist regimes that ban Communist parties and put Communists in gaol; but then they set out to woo precisely the same regimes themselves. Ideologies and social systems do not matter so much as support for Chinese and Russian policies. Such support is most easily secured in areas that are ripe for violence and extremism, but fortunately, such situations are becoming less numerous. It is, therefore, a competition with diminishing returns and growing expenses. The aim must be to secure support by making key countries dependent on economic aid from the Communist powers, as Albania is dependent on China and Cuba on the Soviet Union. This process is an expensive and not 100 per cent. certain means of winning support as the Soviet Union has discovered in Cuba; and it gives the developing countries an excellent opportunity of bargaining for economic support from China and the Soviet Union as well as from the Western Powers.

The situation in fact is a complex one, very different from the black and white picture painted by Chinese propaganda; and if Mr Chou En-lai's tour brings home to him some of the realities which Pekin at present ignores it may even turn out to be, in the long run, a blessing in somewhat heavy disguise. **Maurice Latey**

HISTORIC PILGRIMAGE

50 After a comparatively quiet start when leaving Rome by air, the Pope encountered tumultuous crowds in Jerusalem on the first day of his historic three-day pilgrimage. He is the first Pope to travel by air. On arrival at Amman Airport he was welcomed by King Hussein of Jordan, who "on behalf of the united family of Moslems and Christians alike" offered deep gratitude to the Pope for his visit. The Pope then drove through country full of Biblical history to Jerusalem. There as he walked along the Via Dolorosa, past the Stations of the Cross, huge crowds almost overwhelmed him and the security forces. The second day the Pope spent in Israel. Among the places he went to was the Sea of Galilee. Everywhere the Pope went he received the deep-felt welcome of people of many creeds.

Above: At Megiddo, overlooking the plain of Armageddon, the Pope replies to the welcoming address of President Shazar of Israel, after crossing the dividing line between Jordan and Israel. In contrast to the overpowering excitement of the crowds in Jerusalem, the Pope was welcomed everywhere in Israel by deep-felt courtesy. Among the places he visited were Nazareth, where he said Mass in the Grotto of the Annunciation, and Mount Tabor, traditionally the Scene of the Transfiguration

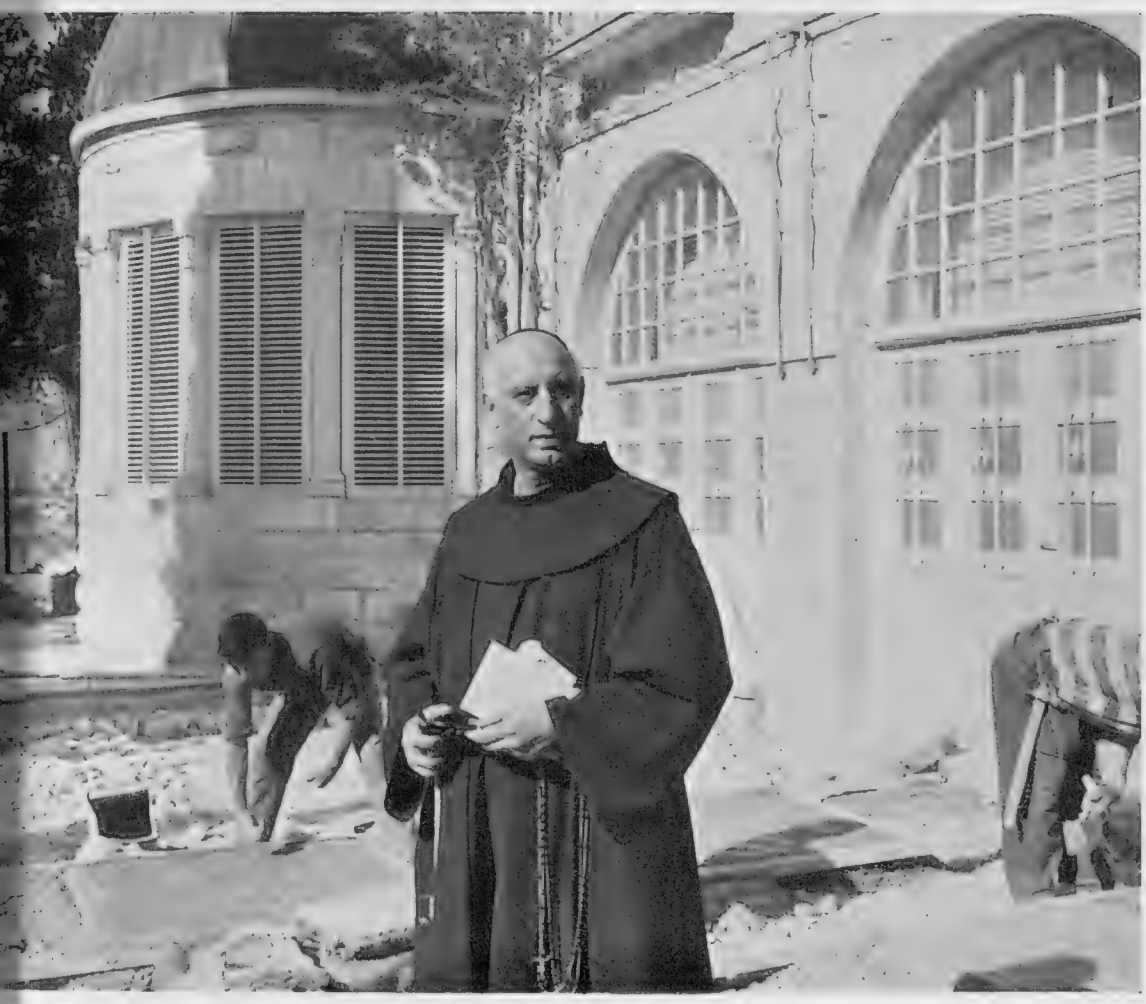
Top: The Pope and King Hussein stand during the playing of the Jordanian National Anthem at the welcoming ceremonies for Pope Paul on his arrival at Amman Airport for his three-day visit

Above right: In the Franciscan Church of All Nations, adjoining the Garden of Gethsemane, the Pope kneels in prayer before the Rock of the Agony

Right: On the way from Amman to Jerusalem, Pope Paul holds his skullcap in the stiff breeze before praying by the waters of the Jordan, near the spot where, traditionally, Jesus was baptised

Left: Workmen repair and resurface a main street in Nazareth in preparation for the Pope's visit

Below: Inside the new Church of the Annunciation in Nazareth, another point in the Pope's pilgrimage



Above: The village post-office in Nazareth is given a fresh coat of paint

Left: Father Cappiello, Custodian of the Holy Land, stands in front of the residence of the Apostolic Delegation, also being refurbished, in Jerusalem

A LONDON NEWSLETTER

13-15, John Adam Street, London, WC2

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MPs' and Ministers' salaries

It is fair to say that Ministers of the Crown share a distinction enjoyed by a small minority of workers. They slog on on salaries fixed for them many decades ago, before the age of inflation and the decimation of the purchasing power of the pound. MPs, formerly unpaid, today at least rank with the highest paid craftsmen in industry. I will try to keep cool and impartial about a very controversial subject which has always embarrassed Ministers and MPs themselves—hence their determination to throw on an outside body a responsibility which is clearly *theirs*. People don't stand for Parliament solely from patriotic motives. Ambition is a spur. There are pickings to be had for the successful or the lucky. Some MPs of all parties are rich men, and there is nothing humiliating in a means test. Others are supported beyond their salaries by institutions. Some, even if ambitious, are no doubt hard put to it to work on their salaries and allowances. If they are members who satisfy their constituents, they no doubt deserve assistance, and logically I suppose that assistance should come from their constituencies, which best recognise their worth. Most of us have always loathed the idea of professional politicians—the type who argue that they can make as much money and can " get on " in politics as in the law or accountancy. At the present moment, no doubt, they cannot so argue. It is doubtful if the general average of MPs' ability will rise when they can so argue. I suppose the chief cause of their own embarrassment on the question of securing higher pay—alike for Ministers and MPs—is that " guiding light "—that ceiling of maximum increase in wages. A four per cent. increase would hardly satisfy *ipsos custodes*.

Abandon hope

The Conservative Government has often been accused of piecemeal planning, and sometimes of vote catching by promises of tax reductions. Now they have come clean of both charges in a White Paper of dazzling clarity. There can be no hope of tax reductions (" sixpence off ") for at least four years ahead. Public spending from now on will annually increase till 1968 when it will reach £12,800 million or 40 per cent. of total resources. Of course the estimate of total resources is really guesswork. It depends on national production rising by an estimated percentage. If the cake refuses to grow, the long-term planning will once more become " piecemeal " and more of what cake there is must go where it is most needed. Less vital consumption will have to be restricted. You and I must save more or expect higher taxation still. It is said that a certain serenity of mind comes to the condemned man when all hope of reprieve is finally taken away. In any case, whatever he has, he can't take with him; but perhaps a scintilla of hope steals through his prison bars still. The mighty long-term programme of public spending may have to be cut down by sheer lack of manpower and facilities, and the gigantic programme itself depends on a ceiling of rising productivity which even at the end of 1963 began to look highly doubtful, more like a will-o'-the-wisp than a guiding light. So when we cast our votes at the General Election, for whatever party, we shall vote with our eyes open. No party will be accused, or be able to accuse a rival party, of vote catching by promises of tax reduction this year, next year or for some years after. That clears the air for our own private long-term planning and budgeting. Let us get down to it with what appetite we may.

Jack Hobbs

The two greatest English batsmen met in the field on Easter Monday in 1905 when young Hobbs played for Surrey against W. G.'s Gentlemen of England side. Hobbs was reasonably early, Easter late, that year. Since we cannot compare the game of cricket as played by Grace in his prime with the game as played by Hobbs in his prime, it is no doubt true to say that Jack Hobbs was the greatest batsman of our time. I am glad to think that I often watched the play of both these giants. Grace was long past his best when I saw him. I doubt if Hobbs ever declined, and of the two he was the more attractive and for more qualities than mere cricket technique. He was a great gentleman as well as a superb batsman (and fieldsman). He " barely missed " making 200 centuries in first-class cricket. He beat Grace's record easily mid-way in his career and against much more testing bowling. In 30 years he scored 60,000 runs. And since each run gave keen pleasure to an average crowd of perhaps 5,000 people, he deserved his honours and his popularity as much as any player or entertainer has done. To adapt a famous cricketer's epitaph:

" May the Earth lie light upon him,
Kind and manly J. B. Hobbs."

Thackeray

I am so often in close agreement with the views of my fellow-worker on *The Sphere*, Mr Vesey-Fitzgerald, that I almost hesitate to challenge him on Thackeray, whose death centenary he commemorated at the end of last year. He does not deny that Thackeray was a master of English prose. He admits that he is easy to read and at the same time invites skipping, and is perhaps less " dated " than Dickens. But I join issue with him on two rather sweeping generalisations: That not one of his male characters is convincing as a man. Surely Rawdon Crawley is an exception. Conversely that all his female characters are convincing. Must we not set Amelia against Becky and Beatrice? Then he quotes Q's judgment that Thackeray did not understand Englishmen and the English way of life, and he cites *Esmond* in support. If Thackeray did not in that novel get into the skin of a period, no English novelist ever did; and he brought his readers with him. No doubt the circumstances under which he wrote, homeless and usually piecemeal for serialisation, affected the constant high level of his work, and that is why he can most fairly be judged on *Esmond* which was never serialised. In *Esmond* he created at least one immortal female character and a minor male character or two, convincing enough; and made a rather obscure period of history come to life as vividly as his own day, or ours. As for skipping, who reads Scott without skipping?—or Trollope? But I agree with Mr Vesey-Fitzgerald that, except for *Vanity Fair* and *Esmond*, a return to Thackeray is disappointing; and I share with him the shameful admission that I have no fondness for Dickens.

Twist ye, twine ye

The end-of-year holiday season is rather infamous in social history for disasters on a

Right: Mr Gilbert Edgar in the scarlet robes of a lay Sheriff of the City of London visits a very young patient in St. Bartholomew's Hospital. Toys flown from Switzerland for the younger patients are held by Michele Delisle (left) wearing the costume of the canton of Appenzell and by Brigitte Klee (centre) in the costume of the canton of Berne

Far right: At the Royal Institution of Great Britain in Albemarle Street, London, children watch Professor Ronald King, who is the Institution's Assistant Director, as he demonstrates a point in his Christmas lecture on "Energy"

grand scale, and the latest was no exception. Lord Chesham used no exaggeration when he called the toll of death on the roads around Christmas a greater tragedy than the *Lakonia* fire. On the roads the criminals responsible for most of the deaths, if some of them are anonymous, can be generically described as drunks and others criminally bent on their own selfish ends, to bore through the traffic to their chosen places of entertainment. Lord Chesham hoped that the ghastly statistics might bring these juggernauts to a sense of their responsibilities on the roads. What a hope! As well might we hope to persuade children not to throw their sweet wrappings on the ground. Nothing but prison sentences and life-long suspension can limit the tragedy on the roads to that percentage which can be attributed to unavoidable accidents, known as Acts of God in distinction to acts of devils. *The Old Stager*

NEW YEAR OFFERINGS

54 A new Richard Rodgers musical is now in residence in London at Her Majesty's. Called *No Strings*, it tells of a Parisian romance between a wandering American writer, played by Art Lund, and a coloured fashion model, Barbara, played by Beverley Todd. It is set in Paris, Monte Carlo, Honfleur, Deauville and St. Tropez, favourite haunts for the American wishful dream of high life in France, Mecca of all true expatriates. The chief appeal in the musical lies in the Richard Rodgers score. There are, as the title indicates, no strings in the orchestra, members of which are set wandering on the stage amid the action. The production, reproduced from the highly successful version running on Broadway, emphasises this fresh approach, with long-slung lighting and movable scenery screens.

In the International season of ballet at the Royal Albert Hall, until January 19, the organisers have had the good idea of joining the forces of the Festival Ballet with dancers from seven leading Russian ballet companies. It provides ballet lovers with a chance to see dancers excelling in the bravura choreography of a mixed dish of divertissements.

On Monday, January 13, Granada are presenting on television their production of Tennessee Williams's *The Rose Tattoo*, with Katharine Blake and Lelia Goldoni in leading roles. Until now, Tennessee Williams has not allowed any of his full length plays to be seen on television in this country. But his rule has been relaxed and Granada are presenting also *The Glass Menagerie* on January 20 and *Camino Real* on January 27, thus giving theatre lovers a chance to renew acquaintance with the earlier, gentler Tennessee Williams.

Above: Mollie Plummer (Hy Hazell) in a scene from *No Strings*
Above right: Heroine of the show is Barbara (Beverley Todd). She is with Jeanette (Erica Rogers)
Right: Comfort O'Connell (Marti Stevens), an Oklahoma millionairess touring Europe for the first time, with Mike (David Holliday) and David (Art Lund). Photographs of the musical are by Tom Hustler

Above: Genia Melikova and Serge Pourny in the *Black Swan* pas-de-deux from the ballet season at the Albert Hall
Above left: Szusza Kun and Viktor Fulop from Budapest in the *Spring Waters* pas-de-deux from the same season. Ballet photographs by Anthony Crickmay
Left: Serafina (Katharine Blake), her daughter Rosa (Lelia Goldoni) and Jack (Harvey Spencer) in a scene from the TV production of Tennessee Williams's *The Rose Tattoo*

THE VOICE OF THE COMMONWEALTH

56 HIGH COMMISSIONERS IN LONDON 6 — JAMAICA

Henry Laurence Lindo has a quiet manner and lucidity of thought which might lead one, if one didn't know his job, to suppose he held a high academic post rather than a senior diplomatic appointment. Certainly, his academic background is impeccable. From Jamaica College he went in 1931, at the age of 20, to Keble College, Oxford as a Rhodes Scholar. He read English but sometimes thinks now it might have been better had he chosen Politics, Philosophy and Economics, in view of the way in which his career developed. He also won a running Blue, representing the University against Cambridge in the quarter-mile in 1934. He finds London a very difficult place for taking exercise in but still occasionally goes for a run in one of the parks.

Education was the province of the first post he took when he returned to Jamaica to enter the government service. From 1935 to 1939 he was Inspector of Schools. For most of the war he was Assistant Information Officer. In 1945, Mr Lindo became Assistant Secretary in the Colonial Secretariat, being promoted five years later to Principal Assistant Secretary. Soon came a spell of seven years as Administrator of Dominica in the Windward Islands during which he was Acting Governor of the Windward Islands for two periods. His time in Dominica gave him an insight into the problems of the smaller West Indian territories. Dominica has an area of 290 sq. miles and a population of about 60,000 compared with Jamaica's 4,411 sq. miles containing over 1½ million inhabitants. He thinks that the dissolution of the West Indies Federation was always largely inevitable.

The High Commissioner, who came to London in his present post in December, 1963, believes Jamaica can make an important contribution to the Commonwealth—in the first place its people have a certain political sophistication and social stability. Cricket may have played its part in forming this attitude for, long before Independence, Jamaica, like the rest of the West Indies, was regarded by Britain, as far as the game was concerned, as an equal. But in the opinion of Mr Lindo, probably the most important Jamaican contribution of all is that it is an example of a non-racial community in practice. He prefers the word non-racial to multi-racial. An inhabitant of the island, he declares, is a Jamaican and the colour of his skin has no bearing on the matter. Much of his time nowadays is inevitably spent in dealing with the problems of the Jamaican immigrants to Britain. While their numbers have increased over recent years, he points out that there is a steady flow of thousands returning to their own country.

Talking about himself, the High Commissioner says modestly, "I'm afraid I'm one of those irritating people with no particular recreations." But after an hour's conversation with him, one realises that the truth of it is that he's interested in so many things that he doesn't care to particularise. **Charles Dimont**

The High Commissioner for Jamaica, Mr H. L. Lindo

Above: Mr and Mrs Lindo welcoming a Jamaican student at a Christmas party in London

Below: Mr Lindo is presented by Sir Beresford Clark, Director of External Broadcasting BBC, with a tape-recording of the Jamaican Independence Day service in Westminster Abbey

Right: The High Commissioner and Mrs Lindo with Miss World 1963, Carole Joan Crawford

Three Commonwealth cricketers are named in the New Year's Honours list. Frank Worrell (left) captain of the triumphant West Indies team is made a knight. The Australian Test cricketer Neil Harvey (below) receives an M.B.E., as does his countryman Alan Davidson (below left). Harvey and Davidson both retired from test cricket at the end of the 1962/63 season

Left: Mr Nehru, Indian Prime Minister, is marked with Chandan Tilak (sandal paste) by girl students at Visva-Bharati (Santiniketan) University. He was presenting degrees as Chancellor

Below: Following one of the worst droughts in the British Crown Colony of Hong Kong, work on the vast reservoir at Shek Pik on the sparsely populated island of Lantau has been accelerated. The main dam, pumping stations, and pipelines were completed at the end of last year. When fully operative the reservoir will increase Hong Kong's water supply by 50 per cent

THE BUNDESWEHR IN TRAINING

Photographs by John Bulmer

Within Nato strategy in Europe, the West German Federal Defence Force (the Bundeswehr) has a key role to play. By last year, the strength of the Army was about 400,000, to be raised to 500,000. Principal combat unit is the self-sufficient brigade, with infantry, tanks, conventional artillery, anti-aircraft and anti-tank weapons, and reconnaissance, signalling and supply units. Young recruits go through intensive training in the Bundeswehr. A key change is taking place with the replacement of American M48 tanks by German designed tanks. These are the first purely German tanks to be produced since the war. Of the two kinds, the Standard version has a 105 mm. gun of British origin, the Destroyer version a 90 mm. German gun. Of late, the tank, with new developments in Britain (the Chieftain) and France, has played an increasing part in military tactical thinking in Europe. The Bundeswehr is fully engaged in this "tank battle." *More pictures overleaf.*

Left: In line-ahead the tanks of Panzer Battalion 134 roll along the track leading to the training grounds
Above: During a break in the exercise the young soldiers of the battalion swop views on tactics
Right: Tank crews of the Panzer Battalion, taking part in a tactical exercise, wait for fresh orders

THE BUNDESWEHR IN TRAINING *continued from page 59*

Above: During an exercise, the section leader gives hand signals to a line of tanks

Top: Carrying their small arms, and wearing their masks, tank crews line up for roll call

Right: Young soldiers on parade

MAGDALEN C.S. v. BERKHAMSTED

1

2

3

4

1 A fast Berkhamsted break is led by scrum half M. G. Kirby

2 In the front of the line-out, M. P. Horton of Berkhamsted goes up to gather the ball. Gathering round are C. I. R. Jones and J. R. Tomlinson

3 C. I. R. Jones of Magdalen College School breaks from the loose scrum

4 The Berkhamsted full back R. M. Reyburn passes inside to M. S. Risk. The Magdalen player with his back to camera is N. S. Holder

This is the last in the series of Public Schools football for this season

On a heavy pitch, soggy after recent rain, Magdalen College School (dark shirts) visited and drew 9 all with Berkhamsted (striped shirts), who were playing their last school match of the season. Magdalen took the chance to open the scoring when a forward rush took play to the Berkhamsted line and a quick heel from a scrum gave J. Hancock of Magdalen a well-taken opportunity for a drop goal. The second half opened with a vigorous drive by the Berkhamsted forwards and a penalty goal by M. S. Risk soon put scores level. After a forward rush by Berkhamsted, M. P. Horton gained a touchdown, but Risk failed with the conversion. Their forwards attacked again, but a poor pass gave Hancock of Magdalen the chance of an interception and a good try. When Magdalen were penalised for lying on the ball, Risk put Berkhamsted ahead at 9—6. Finally, the Magdalen captain, W. Morris, seized a lobbed pass to score near the posts. The kick, quite a possible one, was charged down and the two sides left the field with honours even at 9 all.

ANOTHER BAD WINTER?

62 Personally, I am glad to see the back of 1963. It was not, weather-wise at any rate, a pleasant year to remember. Who, when looking out of the window on Boxing Day, 1962, realised what was to come during the following year? (An American long-range forecaster, I believe, foretold it pretty exactly: but who, then, took American long-range forecasters seriously?) I remember that Boxing Day snow well. It started so very gently: big, soft, wet flakes; the sort of flakes which have no stamina. They fall, they cover the ground, maybe even to the depth of an inch, and then they vanish. It was a heavy fall, but I did not expect it to last: I did not expect to wake up the following morning to snow-covered ground. But there was a frost that night, and last it did. It was still there, thin but persistent, when the real snow came on New Year's Eve. On New Year's Day I was supposed to be in Leicester. I could not get the car out of the garage. In fact, I did not get the car out of the garage until the beginning of March, and in March the ponds were still frozen. The worst winter for 100 years and more can truthfully be said to have started on Boxing Day, 1962.

After that winter we should have had a good growing spring. It is normally the way of Nature to make liberal compensation for her harshness. Knowing that, the old men, the wiseacres around here, were unanimous in forecasting a good spring. Snow deep on the ground, ice thick on the ponds, pipes frozen, they would buttonhole you and say, " You see, we'll get a good growing spring come April." Well, we did not get a spring at all. A fine day or two in the third week of May, but then with the wind in the east and no strength in the sun, the blossom was nipped in the bud. A hard, cruelly hard, winter and no spring. Even that did not daunt some of the old countrymen: " Get midsummer past, and we'll have a real hot spell; bound to have." I have great faith in the weather-lore of old countrymen: nine times out of ten they are right. This was the tenth. We had no spring: we had no summer either. I do not know how last summer ranks in the records for wetness, but we had rain day after day: the occasional fine day with strength in the sun (and once, I remember, we actually had two days in succession without a drop of rain!) doing nothing to dry the ground. In fact, we had to wait until October for good weather. Hereabouts October was easily the best month of the year. And even that could not bring real autumn colouring, for what had gone before had not encouraged colour.

And the life that has gone: the green woodpecker, the wrens, the kingfisher. The birds hungry for food in the snow around the cottage. I remember particularly the fieldfares, blue-grey, upright as mistle-thrushes, dignified even in their hunger: and in contrast, the redwings, all educated at St. Trinian's, beautiful little things with vicious little minds, squabbling over the rotten apples, driving away the thrushes and the blackbirds, so that in the end I got quite cross with redwings. And a troop of long-tailed tits actually on the bird-table: a couple of hawfinches: a solitary waxwing. And all so tamed by hunger that they would allow a close approach.

And then, the tracks in the snow: deer, fox, badger. And each track with its tale to tell. Deer are flighty creatures, their minds never for long on any one thing. Their tracks were erratic, hither and thither, all over the garden and the wood, without rhyme or reason: one felt that they had come in for shelter rather than for food. But, if so, why leave the deep woods for our little copse? The badger, on the other hand, was most conservative. He or she always entered the garden at the same place and the nightly tour never varied, was exact as a railway line. The badger spent a good deal of time each night snuffing around the bird-tables, though the birds cannot have left much for him. He never visited the dustbin, the mecca of foxes. Their tracks were so numerous, over the doorstep, hard beneath the windows, round to the dustbin, and everywhere throughout the wood and garden, that one might easily have thought that foxes worked in packs. In fact, there were probably never more than two: and those two not on speaking terms.

I remember that in 1962 there was a vixen calling, and being answered by dog foxes, in the last week of September. (Normally, I do not expect to hear a vixen calling before the end of November; and that, in most years, is early.) Last year she was calling—it is the most eerie sound in the English countryside—on September 16. On that night I listened to her running down the valley and at least two dog foxes were answering; by far the earliest " clicketting " of my experience. And this, remembering the early calling of the previous autumn and the winter that followed, might well make one pessimistic about the winter to come. But I believe that foxes living in the more or less built-up area of southern England, picking up a fairly easy living around human habitations and living lives pretty well free from danger—there is no hunting around here and very little shooting—are tending to breed earlier. Certainly January litters are more common than they used to be. However, I must add that I have come across those who view this vixen's precocity with misgiving.

In general, however, last winter's experience, and the very unusual year that followed it, seems to have silenced the local weather prophets. They may still cock a knowing eye at the heavens, but they are no longer eager to commit themselves. Their confidence has been severely shaken. The reverse has been the case with the official forecasters. Emboldened, perhaps, by the success of the American long-range forecasters they have published their first 30-day forecast. They chose December, surely the most difficult of all winter months, to do it but they have proved, at least for this neighbourhood, to be remarkably accurate. But I remain unconvinced. I shall continue to rely on the unpredictability of the British weather. I shall continue, no matter what the forecast, to carry a macintosh every day of the year. You can always lie on it should the day prove to be fine.

The long winter of 1963 created these delicate traceries of frost-covered branches in Epping Forest, Essex

THE ZOO IN WINTER

For those animals and aquatic birds that can withstand the cold, winter presents no problem, save that of frozen water. Keepers are kept busy breaking the ice on ponds and water troughs. The Baikal Seal (left) surfacing in its pool at London Zoo is in its element: it comes from freshwater lakes in central Russia. The sub-tropical Flamingos (below), strutting by as a keeper at London Zoo takes a census of them, have to be kept inside at night in case it freezes while they sleep, standing in water on one leg. Otherwise cold weather doesn't worry them, or the Pelicans (bottom) at Whipsnade Zoo, Beds.

GETTING ABOUT IN EUROPE

BY SYLVIE NICKELS

64 New roads, new tunnels and bridges, new sea and air routes: gradually the four corners of Europe draw closer together. Many of these facilities were mentioned in last week's issue of *The Sphere*. This week I shall deal with some of the developments in each country.

In France, in the foreseeable future, many motorists may well be heading for a brand new holiday area: the riviera that stretches westwards in a smooth curve from Sète and Cap d'Agde to beyond Canet-Plage (Perpignan), a region that is to be developed under a major government scheme. Events of note include the international Floralie (Flower Show) which takes place in Paris this May; in Cannes next month, main theme of the Carnival will centre on Scotland to commemorate Lord Brougham who first started the Riviera rush when he settled there 130 years ago. Two specialist agencies are French Travel Service, 48 Brook Street, W.1, and Bon Voyage, 130 Bayswater Road, W.2.

Spain gets her first direct car-ferry link with the UK in May—a 36-hour crossing from Southampton to Santander operated by Euromar S.L. (London agents, E. H. Mundy, 87 Jermyn Street, S.W.1). Within Spain, the opening of the three-mile-long road tunnel through the Guadarrama mountains north of Madrid eliminates the stiff climb over the Alto de los Leones pass and substantially reduces the road journey between Madrid and Avila-Segovia and beyond, as well as ensuring year-round passage. New rivieras earmarked for development include the Orange Blossom coast (Costa de Azahar) north of Valencia; the Murcia coast at the southern extreme of the Costa Blanca, and the Costa de la Luz (Coast of Light) between southern Portugal and Cadiz. Lord Brothers, 54-62 Regent Street, W.1, have a most colourful programme to Spain and the Balearics. Spain Only, 93-97 Regent Street, W.1, and Silvio's, 80 Shaftesbury Avenue, W.1, are agents who cater especially for low budgets.

In Portugal, the much-discussed airport at Faro should be operational by the autumn, providing a great speed-up in travel to the whole of the Algarve. Madeira's new airport will be another welcome improvement in travel facilities from April. In northern Portugal, Oporto's recently opened road traffic Bridge da Arrabida is a much-needed additional link across the Douro River, supplementing a road bridge built over 80 years ago, and the railway bridge designed by Eiffel nine years earlier.

When the Rome-Florence section is completed this year, the Autostrade del Sole will form an unbroken ribbon across the map of Italy from Milan to Salerno. This is complemented by two great trans-Alpine projects now nearing completion. One of these, the Grand St. Bernard Tunnel (Switzerland-Italy) should open in time for the Swiss Exhibition; the other—the Mont Blanc Tunnel (France-Italy)—is more likely to be ready for the 1965 season. CIT, 10 Charles II Street, S.W.1, are specialists in travel to Italy; again, Silvio's have good, low-cost tours.

Apart from the St. Bernard Tunnel, Switzerland's big travel event of 1964 is the Swiss Exhibition, held only four times each century (the last occasion was in 1939). Lausanne and the surrounding shores of the Lake of Geneva have been transformed to welcome the four million foreign visitors expected between April 30 and October 25. Among agents emphasising Switzerland are Swiss Hotel and Travel Bureau, Vincent House, Vincent Square, S.W.1; Swiss Travel Service, 63-69 Ebury Street, S.W.1; and Hotel Plan, 101 Church Place, S.W.1.

Another small country, Belgium, celebrates a notable event: the millenary of one of Europe's most popular resorts, Ostend. A full programme the summer through will include special days of festivity. Short all-in autumn tours to the Ardennes are available for the first time through Clarkson's, Bucklersbury House, 14 Walbrook, E.C.4; Belgian Travel Service, 83 Chester Square, S.W.1, should also be mentioned for low-priced arrangements. Long-established specialists in neighbouring Holland are Friendship Tours, " Fairways," Pachesham Park, Leatherhead, Surrey.

In Germany, the Moselle makes travel news as the German section of the huge Moselle Development Scheme approaches completion and the lower stretches between Coblence and Bernkastel become open to river traffic this summer. Excellent aid to motorists is a sensible embargo on road repairs which applies to all autobahns between June 20 and October 10. And for those who are still considering winter sports, an attractive and highly informative new brochure on Upper Bavaria has recently become available. Specialist agency is the German Travel Bureau, 67 Grosvenor Street, London, W.1, while practised in the art of Rhine cruising are Cornelders, Baltic House, Leadenhall Street, E.C.3, European Yacht Cruises, 36 Edgware Road, W.2, and Yacht Holidays, 85 Buckingham Palace Road, S.W.1.

Important link on the alternative route from Germany to Italy, by-passing the Brenner Pass, is Austria's recently opened Europa bridge, near Innsbruck, the highest in Europe and completed well in time for the approaching Olympic Winter Games. Inghams Travel, 26 Old Bond Street, W.1, Erna Low Travel Service, 47 Old Brompton Road, S.W.7, and Tyrolean Travel, 47 Beauchamp Place, Knightsbridge, S.W.3, between them cover every aspect and price range for travel to Austria.

In Scandinavia, Iceland achieved the biggest recent scoop by conjuring up a brand new island out of the sea. The wild and beautiful scenery and excellent fishing possibilities of the nearby Westman Islands, also off the south coast of Iceland, already draw discerning sportsmen. From Reykjavik, too, tours to Greenland have been improved and extended to four days. These and most other aspects of Iceland are covered by Bennett's,

Left: This spectacular way of collecting birds' eggs at the end of a rope is practised along the cliffs of the Westman Islands of Iceland
Far left: Martigny, the starting point in the Rhone Valley for the route up to the Grand St. Bernard Tunnel
Below: Almond trees in blossom in the Portuguese Algarve

FRENCH CAR-SLEEPERS

Three new car-sleeper expresses are being introduced by French Railways this year; Boulogne to Avignon, Boulogne to Milan and Paris to St. Raphael. These will be in addition to their other car-sleeper services from Boulogne to Lyons, Boulogne to Narbonne, Calais to Lyss, Le Touquet to Avignon, Le Touquet to Narbonne, Paris to Avignon, Paris to Toulouse and Narbonne, Paris to Biarritz and Paris to Milan.

The most interesting of the new services is from Boulogne to Milan, which runs from May 31 to September 6 outwards on Sundays and inwards from June 5 to September 11, on Fridays. Cars will be loaded at Boulogne Maritime between 1.30 and 2.30 p.m. and at Milan, Porta Garibaldi, from 6 p.m. to 8.30 p.m. The train leaves Boulogne at 3.36 p.m. and arrives at 7 in the morning, and on the return journey it leaves Milan at 10 p.m. arriving in Boulogne at 12.56 p.m. the next day. This will be a great help for the motorist who realises that by driving to Italy and back all the way six days can be lost. Again, this opens possibilities for holidays in southern Italy, Sicily, Yugoslavia and Greece.

The Boulogne–Avignon service will also be welcomed by all those motorists who dread the journey between Lyons and Avignon on the N.7, that bottleneck to the south.

This service operates from June 1 to September 29 on Mondays and Tuesdays from Boulogne and from June 2 to September on Tuesdays and Wednesdays from Avignon. Hours for loading cars at Boulogne are from 6 p.m. to 7.15 p.m. and at Avignon (Fontcouverte) from 3 p.m. to 5.15 p.m. The train leaves Boulogne at 5 p.m., arriving at Avignon at 8.32 a.m. and in the opposite direction it leaves at 6.05 p.m. and arrives at 7.18 a.m.

The Paris to St. Raphael service will not be all that interesting to British motorists since it is always difficult to time arrivals in a big city where parking facilities are limited. Nevertheless, anyone thinking of breaking his return journey in Paris, from the south of France, might like to take advantage of this new service which will operate from March 5 to May 28 in Paris on Thursdays, except March 26; from May 31 to June 21, on Tuesdays and Sundays; and from June 23 to September 27 on Tuesdays, Thursdays, Saturdays and Sundays: and from St. Raphael from March 6 to May 29 on Fridays, with the exception of March 27; from June 1 to June 22 on Mondays and Wednesdays; and from June 24 to September 28 on Mondays, Wednesdays, Fridays and Sundays. Cars will load at Paris (Charolais) from 4 p.m. to 9 p.m. and at St. Raphael from 3 p.m. to 5 p.m. The train leaves Paris, Gare de Lyon, at 10.15 p.m. arriving at St. Raphael at 10.23 a.m., and it leaves there at 5.55 p.m., arriving at 7.25 a.m.

It should be noted that the Boulogne to Lyons service is now restricted to two services a week, to encourage more people to travel on to Avignon. I am sorry that the Boulogne to Lyons service has not been entirely abolished, and more car-sleeper services to Avignon substituted. **W.D.C.C.**

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11 Grand Buildings, Trafalgar Square, W.C.2, who specialise in travel to all parts of Scandinavia. The biggest holiday programme surely ever devoted to one country concerns Norway and comes from Visit Norway Ltd., 2 Pembroke Buildings, Park Street, Camberley, Surrey. Among many novel suggestions is an Arctic island-hopping tour combining travel by Norwegian coastal express with local services to the Lofotens and even more remote island-groups north of the Arctic Circle. Bergen Line, 21-24 Cockspur Street, W.C.2, and Fred Olsen Line, 33-34 Bury Street, E.C.3, are Norwegian specialists of long standing. The first London agency to deal exclusively with travel to Finland is Finlandia Travel Agency, 2 Norris Street, Haymarket, S.W.1, with well-planned tours through most of this country's wide-open spaces. Sweden, as well as other parts of Scandinavia, is especially served by the Swedish Travel Bureau, 7-8 Conduit Street, W.1.

Last year Yugoslavia welcomed 120,000 Britons, and describes herself as Europe's fastest growing resort—with some justification, since her accommodation increased by 10,000 rooms in 1963, and another 10,000 are planned for completion by the beginning of the coming season. First direct flight from London to the new airport of Ljubljana (for the Julian Alps) and first direct night flight to Dubrovnik both start in May. New resorts are appearing fast on the glorious and hitherto lesser known Montenegrin coast and among many agencies serving them are specialists Anglo-Yugoslav Travel Service, 6 Rupert Street, W.1, Horizon Holidays, 24 Bruton Street, W.1, and Sky Tours, 93 Piccadilly, W.1. Neighbouring Greece has also achieved marvels in increased accommodation. Specialist agencies include Fairways and Swinford, 18 St. George Street, W.1; Gellatly, Hankey, 23 Pall Mall, S.W.1; Hickie Borman, 24 Charles II Street, S.W.1, and Oceanways, 23 Haymarket, S.W.1.

Wings, 124 Finchley Road, N.W.3, have some particularly fine tours to North Africa and the Middle East. All-in arrangements to Egypt and the Middle East are also being marketed by six well-established agencies who have formed a consortium, the Association of Tour Operators, whose programme is available from 21 Hertford Street, W.1. Cottsman Holidays, Cotts House, Camomile Street, E.C.3, have some good arrangements to the Lebanon. Most aspects of Israel are covered by Peltours, 29 Duke Street, W.1, and Wayfarers, 20 Russell Square, W.C.1. Specialising in Holy Land tours are Bales Tours, 17 Coventry Street, W.1.

Contours, 72 Newman Street, W.1, and Progressive Tours, 100a Rochester Row, S.W.1, both deal extensively with holidays in eastern Europe; Fregata Travel, 122 Wardour Street, W.1, have a special emphasis on Poland.

WORLD POLITICS

A selection of recently published books of importance reviewed by some members of The Sphere's External Affairs team

66 **Peking versus Delhi** by George N. Patterson: Faber and Faber. 35s.

As the Cold War between the Soviet Union and the Western Powers becomes less acute the conflict between Peking and Delhi assumes a more decisive importance. Over a thousand million people are involved in this struggle and the future of Asia is at stake. Yet few people know much of the far away territories on the roof of the world in the high Himalayas which are the potential battlefield. Mr George Patterson sets out to remedy this deficiency. Formerly a missionary in Tibet, he has shown himself in previous books a passionate advocate of the rights of the Tibetan people. He is also a bitter critic of Mr Nehru's policies.

Mr Patterson believes that the struggle in the remote and isolated area of the Sino-Indian frontier will decide the leadership of Asia. Mr Nehru has been such a passionate believer in the partnership of India and China that he has allowed himself to succumb to illusions about the nature of Peking's policy. In Mr Patterson's view the combination of Mr Nehru's policy of illusion and cunning Chinese manoeuvres has reduced India to a state of dangerous isolation. By agreements with Burma and Pakistan and the buffer state of Nepal, Peking is in the author's view preparing for the coup de grace.

Certainly the self-righteous and over-confident statements with which Mr Nehru has defended his policy of non-alignment lend substance to Mr Patterson's criticism. But it is arguable that the Indian leader was merely making a virtue of necessity in view of the weakness of India's economic and military position and that he was getting the best of both worlds since he could in any case rely on the support of the Western Powers against any major aggression by China. By remaining uncommitted he has gained some support from the Soviet Union too. But if Mr Patterson perhaps does less than justice to Mr Nehru he certainly supplies a great deal of useful information about places which may at any moment be in the news again such as Bhutan, Nepal, Sikkim, Ladakh and the North-East Frontier area. He might perhaps have added more about the terrain and lines of communication as they affect the military balance between China and India. **Maurice Latey**

Neutralism by Peter Lyon: Leicester University Press. 25s.

Neutralism is a word frequently used, but seldom defined. Dr Peter Lyon has attempted to define the word, its origin and its probable future. His book is closely argued, but so clearly written that it is not for experts only. Previous writings about this subject have tended to be either highly specialised or merely parenthetical. Dr Lyon has produced the best general study of the subject so far. Because he writes well—and measures the meanings of words—he has compressed his study into 200 pages.

In tracing the history of the word (which he rightly calls a neologism—that is, a new word which also represents a new doctrine) Dr Lyon shows that, like many other current concepts, it was foreshadowed by Lenin, but seems to have been coined by a French political journalist. It was obviously a rather fellow-travelling neologism.

Since the last war, neutralism has become a different matter. New nations have emerged under the shadow of the cold war. The two inter-war neutralists, the Soviet Union and the isolationist USA, have become the two dominating and opposed world powers (in military terms) and neutralism is an attitude of the less self-confident countries between them. It was strongly exploited by Communist propagandists as an expression of "anti-imperialism," which means antagonism to Americans or West European policies, and in this phase neutralism had overtones of anti-Westernism.

The build-up of this kind of neutralism went on until September, 1961, when a "summit meeting" of neutralist countries was held in Belgrade. It was not a very realistic conference, although literally millions of words were spoken and recorded. Just before it started, the East German regime put up the wall across Berlin. Then on the first day of the conference, the Soviet Union broke the "Gentlemen's Agreement" on nuclear tests, and launched the biggest ever series of tests—certainly as far as fall-out went. This was really the end of biased neutralism, and since then the neutralist countries have become more realistic and neutralism has become more indefinite and more varied. It has in fact become primarily an expression of nationalist attitudes to the Cold War and the world in general. **George Gretton**

Unholy Wedlock *The Failure of the Central African Federation* by Harry Franklin: George Allen and Unwin. 32s.

The preamble of the constitution of the Federation of Rhodesia and Nyasaland, as it was drawn up at the Lancaster House Conference of 1953, contained two vital provisions. One was that the Protectorates of Northern Rhodesia and Nyasaland should continue to have separate Governments for as long as their respective peoples should so desire, responsible for, in particular, land and local territorial political advancement of their peoples; the other was that the Federation would go forwards to full independence again 'when the inhabitants so desire.' Every important word in this preamble, writes Mr Franklin, 'was wrangled over separately and bitterly,' particularly 'inhabitants.' It was only, he says, the fight put up by Northern Rhodesia's Attorney-General, Edgar Unsworth, that enabled these clauses to be included. 'His stand was never known by the Africans. It should now be known by them and never forgotten.' Because, although much was conceded at that conference, these clauses were the rock on which the federation ultimately foundered.

It is worth recounting this at length, because Mr Franklin's book is significant for its emphasis on the many non-Africans who were lukewarm about imposing the Federation in the face of very well-known African hostility. Mr Franklin himself was in the colonial service in Northern Rhodesia from 1928 to 1951, but resigned when it became apparent that this was going to happen. First as a journalist and then as a minister in the North he fought against the union, seeing that the Africans suspected that it was a device to put them under the permanent rule of the white settlers, which was how many people viewed it.

His book traces the evolution of the project with a crisp style, considerable inside knowledge and an eye for anecdote worthy of that other African memoir, Conor O'Brien's *To Katanga and Back*. His chapter headings—'The Great Kariba Swindle,' 'All Voice and No Vision'—clearly indicate his position. He has, perhaps unfairly, collected a dossier of damning quotes from Huggins and Welensky, the Federation's two Prime Ministers, and he has a little fun with the more obscure sections of the Monckton Report. Much space is rightly devoted to the complex negotiations at Westminster, where, after all, the birth and the death of the Federation was decided. All this makes solemn reading as the whole grand scheme breathes its last. But little visible evidence will soon be left, and, as Mr Franklin says, 'it may not rate more than a paragraph in any historian's work 50 years hence.' **Kaye Whiteman**

The Last Years of British India by Michael Edwardes: Cassell. 25s.

"Decolonisation" is one of those dreadful neologisms that have to be tolerated because no other word quite describes the process of abdicating from Empire. When Lord Shelburne negotiated a treaty with the thirteen American Colonies in 1783, the British Government had been defeated in war, and the Prime Minister of the day was recognising an independent new entity on the world scene because force had obliged him to do so. Canada and Australia, on the other hand, attained responsibility for their own affairs by peaceful means, though not without a lively teasing of governessy Westminster.

With India things were entirely different. Here was the brightest ornament of the British Crown which had been created by British effort out of a multiplicity of peninsular peoples. It was a sub-continent that for more than two centuries had provided a field for the exercise of fair play, decency, justice and all the managing qualities with which the well-educated British middle-class liked to accredit themselves and apply to the administration of less fortunate world-brethren. India was the first of the white Empires to be dissolved after the last war. Why the event happened so quickly, and what infinite troubles attended it, are the subjects of Mr Edwardes' admirable book.

The British had entertained a sense of guilt about India at least since the Amritsar Massacre of 1919. For if democracy was a cardinal belief in these islands, how could the benevolent but autocratic apparatus of Indian Empire be justified? But all efforts to shed responsibility met the same obstacle: the intransigence of Indian sects and interests. When Lord Attlee decided to cut the knot in 1947, he dispatched to Delhi in the person of Admiral Mountbatten a man of dynamic charm and supple ingenuity.

India was partitioned and freed from Empire almost before its inhabitants became aware of their new destiny. Macaulay's prophecy of 1833 was at last fulfilled at a cost of 600,000 dead in the Punjab and some 14 million displaced persons. Mr Edwardes has his favourites in this book, and Gandhi, Jinnah and Mr Nehru are not among them. On a judgment of detail, I cannot quite believe that Lord Radcliffe, a former pupil of Haileybury, knew absolutely nothing about India before it fell to him to divide Bengal and the Punjab. But then there is a touching Indian-Army conviction in Mr Edwardes' book that the man on the spot knows best. Readers who have had something to do with government in its higher echelons may have their doubts about this axiom. **Alan Hodge**

Jane's Fighting Ships, 1963-64, compiled and edited by Raymond V. B. Blackburn, and **Jane's All the World's Aircraft, 1963-64,** compiled and edited by John W. R. Taylor: Sampson, Low, Marston and Co., each 6 gns. Britain's power in the world is the subject of political debate and strategic considerations. It has, of course, been based on the possession of nuclear arms. But today in a world which possesses a totally frightening surplus of strategic nuclear weapons, "overkill" as it is called, it is paradoxically what kind of military effort a country can make, without recourse to the holocaust, is influential. These simple reflections are adopted by this year's editions of Jane, that truly indispensable work of reference, big, stout and blue-jacketed. In these two volumes of world aircraft and world fighting ships, are meticulously documented the facts and figures, copiously and clearly illustrated.

Britain's place in the world comes out clearly. Neither her Air Force nor her Navy can hope to compete in size. Having pulled out of the strategic missile race, she has concentrated her effort to cover aims which are at times in conflict. At sea, the Royal Navy's continuing traditional task is to safeguard the merchant fleet on its world wide business. To do this the main elements of the fleet will be five aircraft carriers and 47 submarines, two nuclear-powered, plus an assortment of cruisers and destroyers. As Mr Blackburn drily remarks in his preface: "This fleet would have to be spread very thinly along the ocean trade routes to protect over 5,000 British merchant ships." In comparison, the US has "the greatest navy the world has ever seen," including 26 front-line carriers and 31 nuclear submarines. As far as is known, the Russian naval effort is still being built round a huge submarine fleet, 431 of them according to Jane.

In the air, Britain's effort, excluding strategic missiles, is at the moment considerable. As far as aircraft are concerned, Jane includes both military and civil. In a preface full of provocative thoughts, Mr John Taylor discusses both the continued controversy over the supersonic airliner, the Anglo-French Concorde (and the possible American and Russian rivals), and new British aircraft. To the TSR.2 he awards the accolade of the aircraft of the year. The investment needed these days to produce new aircraft is becoming prohibitive. It seems Britain will have to turn increasingly towards co-operation with other European countries. There is much new material in this year's editions of Jane. To aircraft or ship fancier and expert, they are, as usual, indispensable. **Jolyon Wimhurst**

THE PINK PANTHER

TWO of the stars in this lush and farcical comedy, which started its run at the Odeon, Leicester Square, on Thursday, January 9, are (above) Claudia Cardinale as the beautiful Indian Princess and (left) David Niven as Sir Charles, the aristocratic jewel thief. Directed by Blake Edwards and set mainly in the winter ski-ing resort of Cortina d'Ampezzo, the film shot in technicolor also stars Peter Sellers as an inefficient French police inspector, Capucine as the inspector's traitorous wife, and Robert Wagner as Sir Charles's ne'er-do-well nephew. A splendidly funny time is had by one and all.

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **C. R. WHEELER**

Charles Reginald Wheeler has recently become Chairman of Associated Electrical Industries Ltd., having been deputy chairman and Managing Director since 1962. He is seen here standing in front of telephone exchange equipment made by AEI for Woking. Mr Wheeler, born in 1904, was educated at St. Paul's School. In 1922 he joined Baldwins Ltd. and subsequently became the firm's London manager. On the formation of Guest, Keen Baldwins Iron and Steel Co. Ltd. in 1930, he became first Commercial Manager and then Director. At the outbreak of war in 1939, he was appointed Assistant Controller (Raw Materials), Iron and Steel Control, at the Ministry of Supply, becoming Controller in 1945. He was awarded the C.B.E. for his wartime services. From 1946 to 1959, Mr Wheeler was Joint Managing Director of Guest Keen Iron and Steel Co. Ltd. and Chairman from 1959 to 1960. He has represented the Government on the Steel Committee of the Economic Commission for Europe and on the Committee of European Economic Co-operation. He was President of the Iron and Steel Institute 1958/9, and President of the British Iron and Steel Federation in 1961. In 1953 he became Chevalier, Legion d'Honneur. He was High Sheriff of the County of Glamorgan in 1955. Besides his Chairmanship of AEI, Mr Wheeler is a Director of Commercial Metal Co. Ltd., Development Corporation for Wales, George Wimpey and Co. Ltd., Guest Keen and Nettlefolds Ltd., Phoenix Assurance Co. Ltd., and the Steel Company of Wales Ltd. He is a Member of the Court of Governors of the University College of South Wales and Monmouthshire. Married, he has one son and two daughters

FOREIGN LOANS RUSH

by The Sphere City Correspondent

The foreign loans departments of the City's merchant banks, which have been largely inactive since the war except for sterling funds, have suddenly been bustling with activity again. Over the past six months some £50 million has been raised or organised for non-sterling foreign corporations or industrial companies by London issuing houses. It seems very likely that an even greater sum will be handled over the next six months. The key reason for this surprising revival is that since last July the American capital market, the largest and probably most efficient in the world, has been made unattractive to foreign borrowers by the US authorities' imposition of a special tax designed to help stem the outflow of dollars from America and bolster the country's balance of payments. Foreign borrowers, who had been planning to raise long-term funds in New York because ample capital was available, because currency was still thought be safe and the rates were relatively cheap, suddenly found themselves stranded. For the next most attractive market, Switzerland, where the rates are also cheap and the currency sound, is so popular and so jealously guarded by the clique of Swiss banks that there is a long queue of prospective borrowers.

What is really surprising is that in spite of the amazing economic and financial recovery of Europe since the war, there was no other well-organised centre in a country that could afford it where a foreigner could easily raise funds. Austria and Belgium, for example, both of which have ample exchange reserves, have been looking outside their own countries for long-term funds. Germany, though not going elsewhere, has not established itself as a centre for raising international loans.

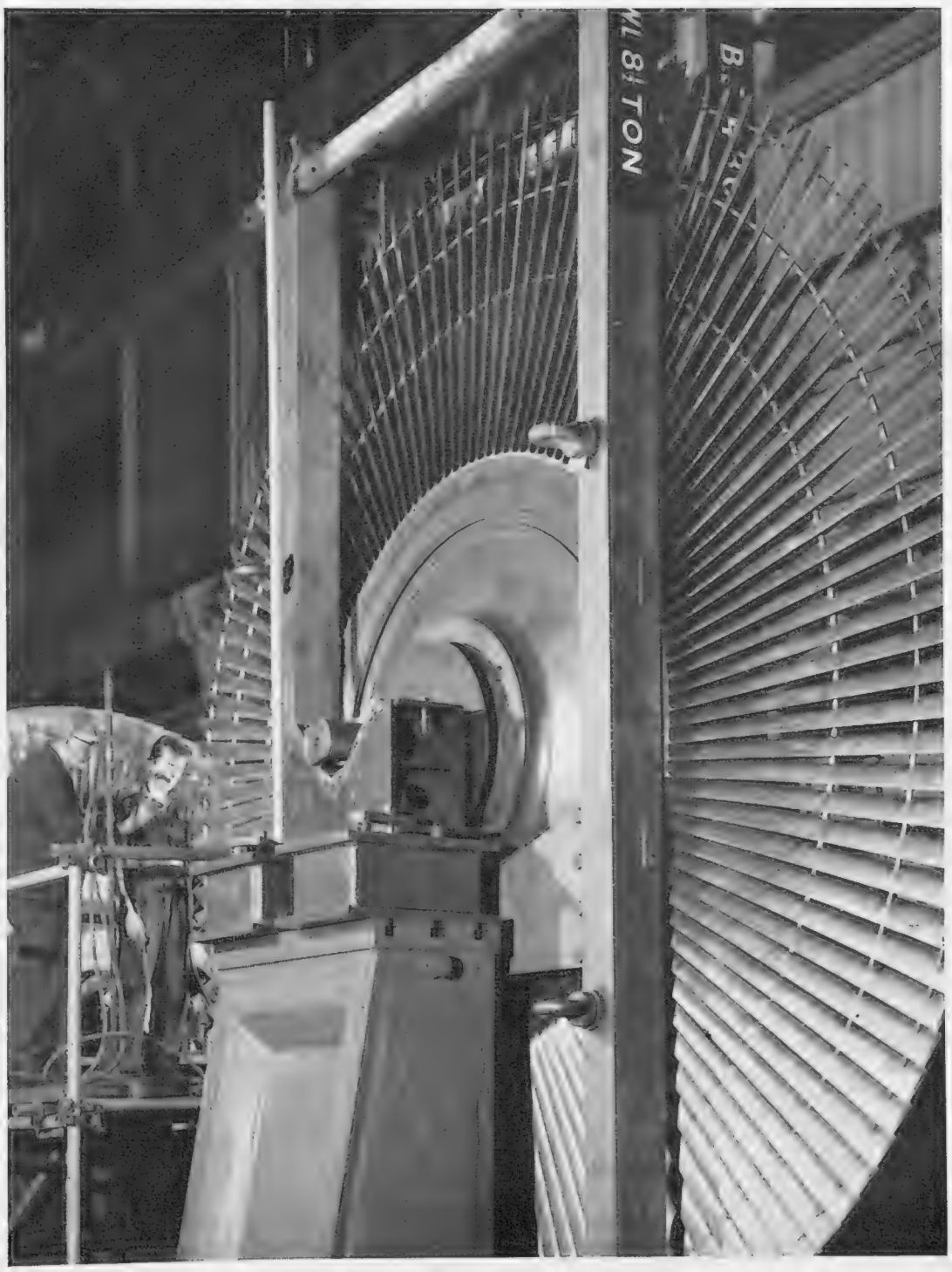
Consequently the City of London has found itself like some ageing acrobat performing the feat of juggling with other people's currencies for other countries' requirements. For the fact is that the Treasury and Bank of England are at loggerheads about Britain's role as an international lender. The Treasury (which is, after all, responsible for advising on the country's balance of payments) feels that it is wrong for a country whose liabilities far outweigh its reserves to go lending precious sterling to wealthy foreign countries. The Bank of England, where the voice of the merchant bankers is more clearly heard, feels that London should once again become a great financial centre and argues that the management of these loans brings immediate foreign income to this country even if capital is temporarily out of the country. A compromise has been reached in which the rules have been blurred, so that each case is scrutinised on its merits with favour given to loans to European Free Trade Area countries or cases which might benefit British exports.

In other cases, British investors who wish to support foreign long-term loans must buy investment dollars to do so, and the consequent rush on the artificially restricted pool of these dollars has led to a record premium of almost 12 per cent. This means that a British investor, to participate in most foreign loans organised by London merchant banks, has to pay 12 per cent. more than anyone else. As a result, most of the loans are being placed either in Continental capitals or in Canada.

Among the first to ask London merchant banks to handle the legal and accountancy problems (as well as find sufficient subscribers) for a long-term loan was the Italian "Autostrade" motorway company which raised $15 million through S. G. Warburg. Twice during the year the Government of Belgium has borrowed $20 million through Samuel Montagu and more recently there has been the start of a procession of Japanese borrowers headed by Canon Camera company (through M. Samuel and others) and Takeda Chemical (through Morgan Grenfell and others).

Unfortunately for the City, this chance to make hay while the sun shines may not last much longer than the year. For one thing, as soon as the US balance of payments improves, the American authorities are sure to relax the restrictions and borrowers will be able to return to New York. But it also seems likely that the experience of these months will prompt the Continental banks to improve their loan-raising technique. Already the Banque Lambert of Brussels has organised a large syndicate of European banks (including a handful of British merchant banks) to raise funds for Southern Italy and for a bank in Portugal. Significantly, the Deutsche Bank of Germany has linked with the Midland Bank here and other European banks "for economic studies" but it looks only a matter of time before this syndicate joins together in foreign issues. And noticeably the Westminster Bank is among the European banks financing a new long loan to a Norwegian bank.

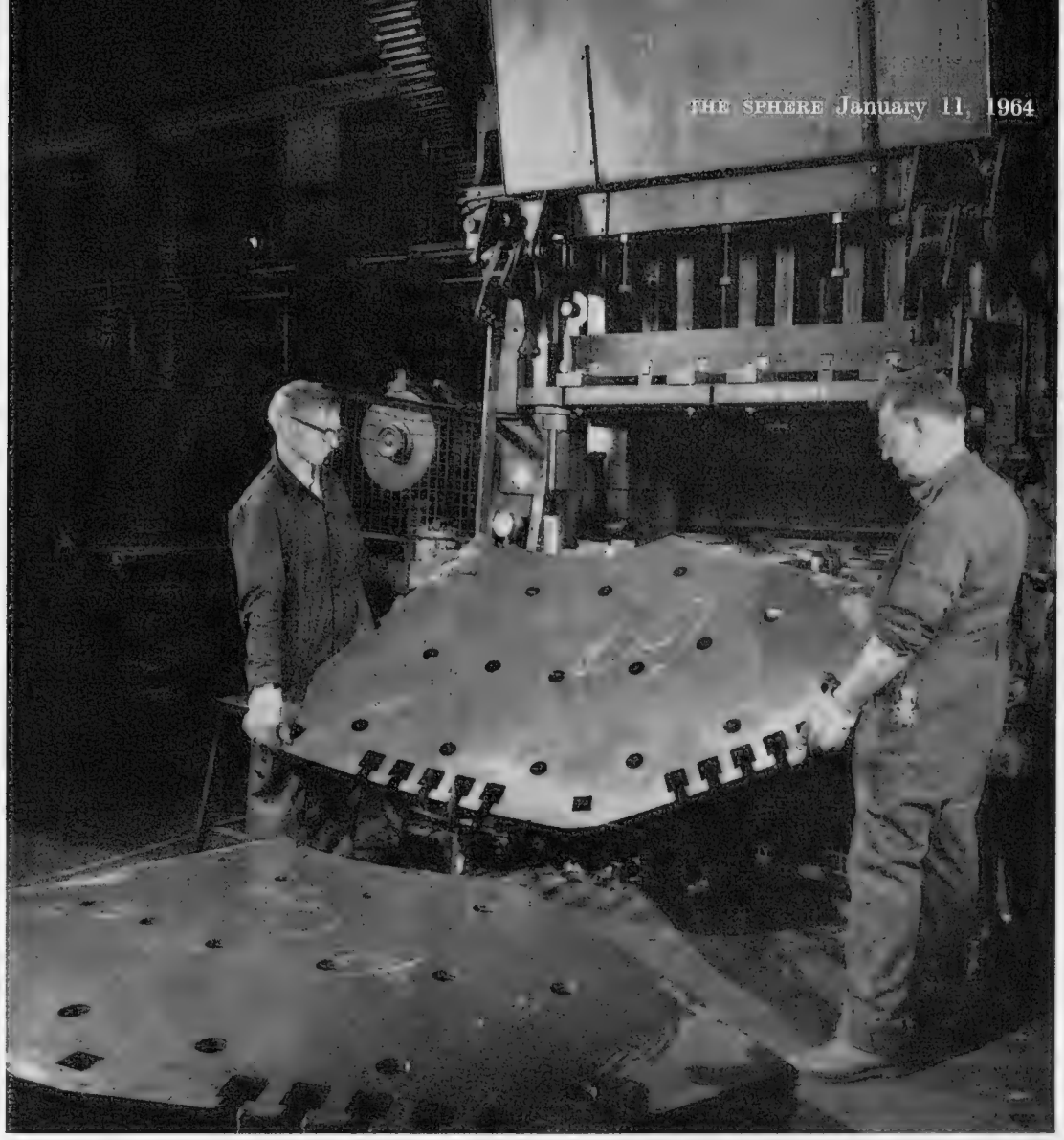
One of the fundamental problems that the European and British banks cannot satisfactorily solve—because of the risk of a unilateral devaluation—is a choice of currency to suit both a single borrower and a handful of lenders from different countries. But once this is ironed out, Europe ought to be able to begin competing directly with New York (when back on the scene), and this would have the sensible effect both of stopping so many foreigners drawing dollars out of America and stopping European investors having to subscribe for foreign issues in New York.



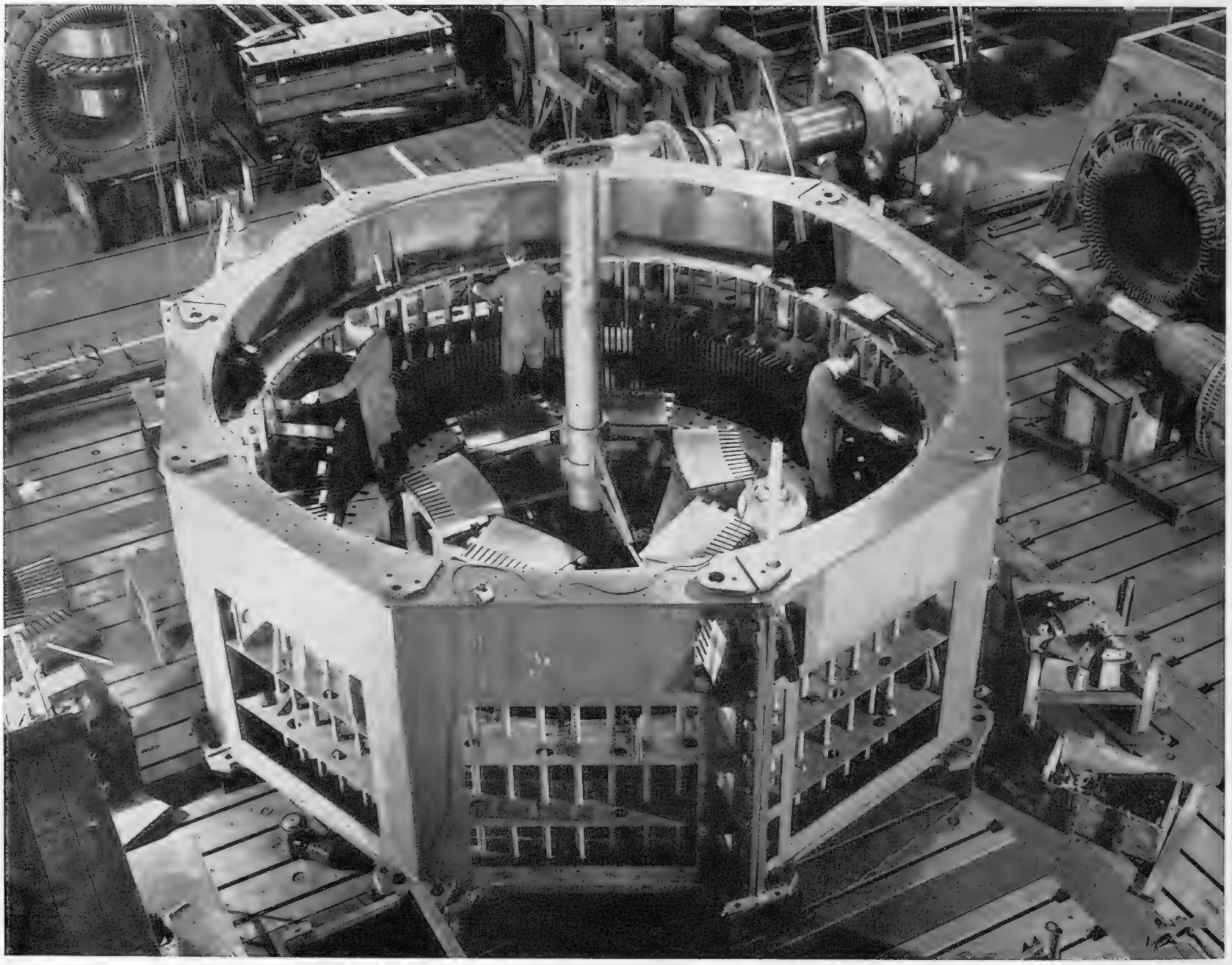
A rotor wheel for the 550 mw cross-compound turbine-generator for the CEGB Thorpe Marsh power station near Doncaster, Yorks, in position for brazing operations in the Manchester works of AEI

POWER FOR SCOTLAND

At AEI's Heavy Plant Division in Rugby, work is well advanced on the first of two 100 mw generators that will end up as part of the hydro-electric pumped storage scheme at Cruachan on Loch Awe. In this type of scheme, the functions of pumping and generating are carried out alternately by one unit. During peak-load hours water flowing from an upper to a lower reservior operates the generator: during off-peak hours the generator, running in the opposite direction, pumps the water back. Ordered by the North of Scotland Hydro-Electric Board, the first generator is due to be commissioned by June, 1965. The second generator will be installed a month later. The workmen assembling the core of the generator inside the stator frame (below) show the scale of the project. The rotor plate rims are shown (right) being punched with holes at the Rugby factory. The main contractors for the scheme are Boving and Company.



THE SPHERE January 11, 1964



GABOR DENES

BOATS ON SHOW IN LONDON

Above: Yachts moored in the marina or artificial harbour, the centrepiece of the Boat Show at Earls Court **Left:** First shown at Earls Court in 1963, the *Saro Scimitar* is again exhibited by Saro (Anglesey) Ltd. **Far left:** The *Signet 20*, another exhibit in the marina, is a family cruiser with four berths. Exhibited by I. D. Barrett, it is constructed of glass fibre

Ever since it was first held in 1954 the Boat Show has made visible, rapid progress. It is impossible to say whether this has been due to the growth in popularity of boating among members of the British public, or whether the popularity of boating has been encouraged and fostered by an annual show steadily attracting more and more visitors. There is truth in both these suppositions and, as a result of the two, in this year of grace, boating in every form is more popular than ever, and the tenth, now International, Boat Show justly claims to be the biggest and best in the world.

Its organisers, the Ship and Boat Builders National Federation and its sponsor from the beginning, the *Daily Express*, can be satisfied with the immense success of their enterprise. The first show had 141 exhibitors and 91 boats; the tenth, which remains open until Saturday, January 11, boasts over 470 exhibitors and 563 craft on view. The space *(continued on page 72)*

BOATS ON SHOW IN LONDON *continued from page 71*

72 occupied by the exhibition has grown from a mere two acres to 11 acres, in fact the whole floor space of Earls Court.

Progress has not only been made in size and numbers however. Behind the show the industry which it represents has mushroomed and at the same time grown more conscious of its size and responsibilities. One could barely call it an industry ten years ago, although there was then a hard core of traditional craftsmen working in relatively small units. Today, the picture is altogether different. Big business has taken an interest in the growing market, and the industry has a firm financial basis. This could be ascertained by working out the total value of all the exhibits in hard cash under the vast roof of Earls Court. Quite apart from the money value of the boats and equipment, the general impression of the show suggests progress, confidence and success.

Accent on marinas

There is polish and finesse in the presentation of the show as a whole as well as of most of the individual exhibitors' stands. By utilising the subject which is very much in yachtsmen's mind these days when yachting harbours are becoming overcrowded and good moorings are worth their weight in gold, the pool at Earls Court has been turned into a semblance of a marina. A floating jetty such as would be used in the marinas of the future enables many yachts to be moored stern to : this makes the best use of the available water, more boats can be shown afloat, and this enhances the nautical character of the exhibition. With such a fine centrepiece one forgets quite easily that the majority of the craft are displayed on terra firma.

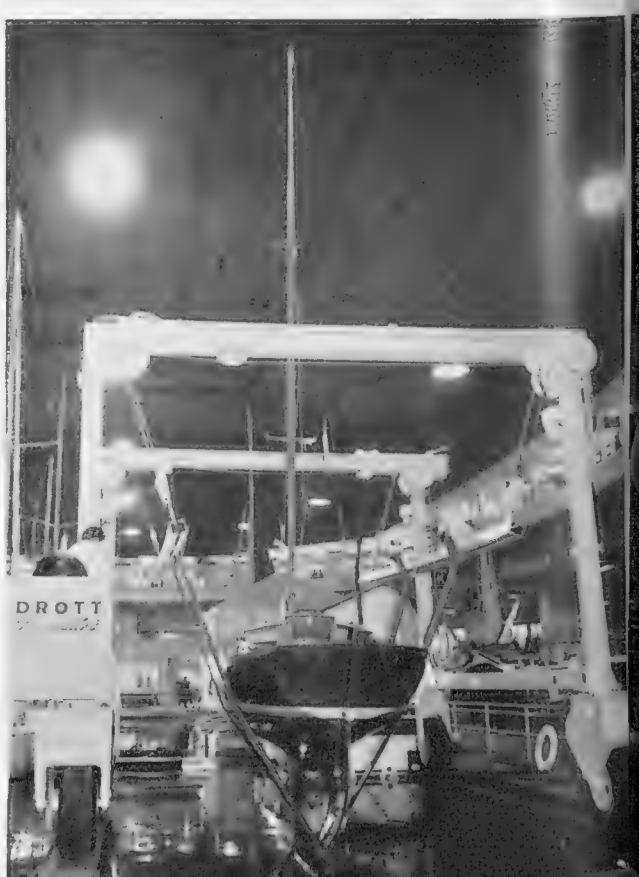
The position of the " poolside " village has been changed from background into foreground this year. Although this provides an opportunity for publicising the enchanting Bahamas in an attractive way, the village has lost something of its *raison d'être*. Its connection with the rest of the show is rather loose in any case, for it is difficult to see a close affinity between boats and dairies—two of these occupy important premises in the village. Needless to say that the dairies have no connection with the Bahamas either. On the other hand the Drott Travelift, capable of launching a ten-tonner, and a forklift which can do the same with smaller craft, both seen in action, add reality to the marina theme.

Standards of quality

Progress can be seen in the quality of all the exhibits with regard to design, workmanship and seaworthiness. In past years, although the majority of the craft shown were without deficiencies in these respects, now and then one was surprised to see boats which were sadly lacking in essential qualities. This time I was most impressed by the almost total absence of such examples. I suggested in a review of a previous show that the organisers should institute a system of vetting all the exhibits in order to protect unwary novice buyers. I understand there is still no official scrutiny, though it has been possible to eliminate unsafe or badly made small boats. For it was mostly among the small, inexpensive boats that some sort of weeding out seemed desirable in the past.

With commendable acumen and sense of duty the representative body of the boat building industry, the SBBNF, which also organises the Boat Show, has made a great effort to encourage a higher standard. Realising that many firms have entered the industry on the boom wave who had little or no experience of boats, the Federation has prepared a detailed set of recommendations for the construction of small craft. In the preamble to this paper it is stated that " if a boat is built to comply with these recommendations, it should be a safe boat, well suited for the purpose for which it is intended."

With such recommendations available to all builders of small craft, the Federation was able to go further still. Visitors to the show will notice attached to a large number of small boats a blue and yellow plaque. This is the seal of approval given to builders who have satisfied the SBBNF surveyors that the requirements have been fulfilled. The plaque states the use for which the boat is considered suitable and safe, i.e. sheltered waters or open sea, how many people it can accommodate and the largest size motor (if any) that it is safe to use. The scheme only applies to boats of *(continued on page 74)*



Above: Shown for the first time at the Boat Show, the Fairey *Swordsman 33* is a high-speed sports cruiser with accommodation for four to six people **Right:** Another exhibit is the Drott Travelift for launching and lifting craft of different sizes out of the water. It can also be employed as a transport

Above: *Bouledogue IV*, a 43 ft. motor yacht, built by A. H. Moody and Son Ltd. to a design by Frederick Parker
Top: A general view of the Boat Show, with the marina in the centre
Left: *Nimble Joy*, a Trimaran, built by Cox Marine Ltd., UK concessionnaires for trimarans designed by Arthur Piver

BOATS ON SHOW IN LONDON

continued from page 72

74 under 20 ft. length, but this is the field where the need was greatest. The larger craft are usually designed and supervised by qualified naval architects and often subjected to Lloyd's survey.

This system of approval, once it becomes known and appreciated by the public, will be an immense safeguard for buyers and at the same time a deterrent to the shoddy and careless builders. It may well be that this approaching "wind of change" has cleared this year's show of many undesirable exhibits.

The overall high standard of commercial exhibits—coming from over 20 different countries making the show truly international—is matched by the special features offered by the organisers. *Sovereign*'s mast which nearly reaches the immense vaulted roof conveys the idea of the size of the 12 metres involved in the contest for the *America's* Cup. Showing under the hull of the beautiful Admiral's Cup winner *Outlaw* are all the stores and equipment needed during a Fastnet Race, and what the Olympic class boats really look like will be a revelation to the majority of the visitors to the Boat Show. Many will be surprised by the graceful but fragile appearance of *Hellcat III*, the instrument of a great British yachting success. All in all it is a most complete show; there is something to interest everyone, the rich and the nearly poor, the serious and the frivolous, the expert and the novice.

(Another article on yachts and equipment will appear at the end of February.)

Above: From Halmatic Ltd. comes this Nicholson 32 ft. sloop, shown fully rigged on its stand at Earls Court. A similar sloop is afloat in the pool

Above right: The men in the centre of the marina are standing on a floating pier similar to that designed for the new Chichester Yacht Basin. Floating on blocks of cellular material encased in glass fibre, it allows boats to be moored close to the pier and yet to rise and fall with the tide

Right: Two auxiliary Bermudan masthead sloops and a clinker-built yacht's dinghy occupy McGruer and Co. Ltd.'s stand. One of the two yachts is an eight tonner and is designed with a comparatively shallow draught for sailing, for instance, through the French canals leading to the Mediterranean

MIDLANDS MATTERS

by The Sphere Midlands Correspondent

My recent notes on the problems facing industries moving out of Birmingham have tended to accentuate the difficulties. One company which has overcome many of them by careful planning and a realistic approach is Alfred Bird and Sons, the processed food firm which makes Maxwell House coffee for this country. Its new £6 million factory at Banbury, Oxfordshire, will be ready for production, it is hoped, by 1965, and will eventually employ up to 1,400 workers. By taking their workers fully into their confidence and keeping them well informed at all stages, and by meticulously consulting the unions throughout, Bird's have achieved remarkable results.

At the moment about half the present labour force has decided to move with the company—a very high percentage. Indeed, some 60 to 70 have already moved to houses in Banbury, Leamington or the villages nearby, and are commuting to Birmingham daily. Under present development plans Banbury aims to double its population of 20,000 and it is providing 345 council houses for Bird's employees alone. In designing the factory, the architects, J. Douglass Mathews and Partners, have done their best, by using light, buff-coloured bricks, and planning for the sloping site, to merge the plant with the countryside—no easy task since it covers 41 acres and has to include a 150-ft. high coffee processing plant.

Glasshouse progress

I know of few better examples of adaptability among Midland manufacturers than the company which, having begun its life making horse brasses, turned last century to railway carriage fittings and has recently notched up a major success in exporting almost a quarter of a million dollars' worth of glasshouses to Canada. This is the success story of Jones and Foster, an old family business of Erdington, Birmingham, in collaboration with a Birmingham firm of export merchants. As so often in such stories, it is the result of the efforts of two men.

It all started about two years ago when Mr Oliver Holcroft, a director of Alfred Field, export merchants, met in the Middle East a Canadian who mentioned the supply problem of greenhouses for Leamington, Ontario, the home of the Canadian cucumber and tomato growing industry. He approached Mr Phillip Foster, who accompanied him on a Canadian fact-finding tour, and who came back to design his " County " glasshouse, the first designed specifically for Canadian climatic conditions. Within 12 months the venture had become a tremendous success (one grower picked a cucumber crop 17 days after planting), and the glasshouses have now been introduced to Britain. Steel and alloy makes them strong and rigid; careful design gives more light, watertight glazing, and makes repair easy. And the price is at least 10 per cent. below that of any other all-metal glasshouse.

Mr Edward Turner

The man who has done more than most to popularise British motor cycles in America and other parts of the world, Mr Edward Turner, has stepped down from the day-to-day responsibilities of managing Birmingham Small Arms' trio of motor cycle companies—Triumph Engineering (his own particular baby), BSA Motor Cycles and Ariel Motors. Although he is giving up his post as managing director of these concerns, Mr Turner, who will be 63 very shortly, will remain on the boards. He is also a director of the parent company, and will in future concentrate on the design and development of new products.

His first major appointment was with Ariel in 1928, and he was responsible for the design of the famous " Square Four " 1,000 c.c. model. A sheet of paper on which to jot down thoughts on engine developments has never been far away from his pencil, and in addition to the Triumph " Speed Twin " and other Triumph models, some of which have been concerned with very successful world speed record bids, he designed the very potent power unit of the big Daimlers—now in the Jaguar group. A realist and an enthusiast, as president of the British Cycle and Motor Cycle Industries Association he has piloted the industry through hard times, and his fighting qualities have been an inspiration in the struggle to regain sales. If his persistence in trying to get purchase tax reduced from 25 per cent. is rewarded with success the debt of gratitude will be greater still.

Tube Investments Research

It is indicative of the forward-looking policy of Tube Investments that though its steelmaking interests are on a substantially smaller scale than the giants in the industry, it has nevertheless established what it believes to be the most comprehensive research unit of its kind. A big new laboratory, which will have cost some £400,000 when fully equipped, is now operating at the Round Oak steelworks at Brierley Hill, Staffordshire. Its main purpose is to enable TI to carry out a thorough investigation of continuous casting over a wide range of qualities.

GOOD LIVING

by Ganymede

The first-class passenger on a BOAC trans-atlantic flight must be the world's most pampered being as regards good living. My recent experience convinced me that no other form of travel can rival such a crossing in a Rolls-Royce 707 for luxurious comfort, not to mention speed. But what makes the few hours of flight pass magically quickly is the superbly developed, ever-present service. Service, which is given by the BOAC cabin crew with the same precision, courtesy and warm friendliness without the slightest trace of familiarity as can be found in the really top luxury hotels of the world of which there are only enough to be counted on one's fingers.

One is made to feel happy and important from the moment of arrival on board, the welcome is real, and the seat one is shown to is large, and surrounded by space in every direction. There is an uncommonly well stocked bar on board, and no sooner is the ground left far below, a champagne cocktail would appear as if by magic, or, if preferred, any one of half a dozen alternative cocktails, or, naturally, one of a great variety of straight drinks.

Once cruising height is reached, the flight is so smooth and level that a short walk might be taken, perhaps to the intimate little lounge-bar forward. Canapés are served at odd moments. You feel truly coddled as the air liner goes on its way, cruising at an altitude of 30,000 ft. or more without any feeling of speed. Looking out over the cloud-carpet below, the impression is of gentle floating with cushioned ease. The only indication of forward rushing speed is suggested by a little black dot on the horizon moving in the opposite direction leaving a straight vapour-trail. " A freighter bound for Europe . . ." the news filters through from the flight deck.

Lunch was served faultlessly halfway between London and Bermuda. The Iranian caviar was spooned from its bed of ice, its garnish of chopped hard-boiled egg and onion left nothing to be desired, and the toast was crisp and hot. In equally perfect condition there was also a choice of smoked Scotch salmon or lobster Parisienne. Then there was clear turtle soup well laced with Amontillado, and the main course of roast sirloin of Angus beef was carved for each passenger on a trolley. The alternative main dish of breast of pheasant looked just as appetising and the vegetables, braised celery, green beans and Parisienne potatoes were in excellent shape considering that they must have been prepared well in advance. Beautifully fresh mixed green salad was offered next with a choice of two different dressings. " Dairy Ice Cream Bombe " or Gâteau Majestic with cream (or both), were to follow, then a cheese board with plenty of choice, and a most inviting looking fruit basket, finally coffee and petits fours. A delicious meal, served with panache, and perfect timing.

No, I have not forgotten the liquid part. I drank Johannisberger Erntebriger Riesling with the caviar, and then switched to a most impressive claret, Château Marbuzet 1955, which did not seem to mind having been whisked to such exalted heights. (There was also a very good Burgundy for those who preferred it, or, champagne all the way, Cordon Rouge Brut.) With our coffee, a choice of Cointreau or Drambuie, though I opted for a Martell Medaillon.

Flying is excellent for the appetite, for unbelievable though it may seem, I managed to enjoy some afternoon tea not very long after this sumptuous lunch, consisting of savoury bridge rolls, Madeira sultana cake (or French pastries), and fruit. The seven and a half hours to Bermuda thus passed quickly and pleasantly. This was not all, however, for on the next leg (just over two hours) to Antigua, which was my destination, there was yet another meal, cautiously described as an " evening meal." I suppose dinner or supper would have frightened even the hungriest passengers. This meal was quite simple: mixed orange and grapefruit, a real English mixed grill, cheese and more fresh fruits followed by coffee. I did not eat any dinner when I reached my hotel in Antigua.

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COURTENAY EDWARDS

CHEAPER SPARKING PLUGS?

76 British motorists did not get very excited over the report of the Monopolies Commission on the supply of electrical equipment for cars and other motor vehicles. Most of them are too worldly wise to imagine that the cost of their batteries and sparking plugs, their lamps and trafficators, will suddenly fall as a result of the Commission's comments on the price maintenance practised by firms like Lucas, Smith, Chloride and Champion.

But it is probable that motorists *will* be able, in the near future, to buy these and similar items at reduced prices from back-street traders and others who work on the basis of small profits and quick returns.

I should imagine, though, that the vast majority of car owners will continue to buy these things from reputable garages at the prices recommended by the manufacturers. They will not do this because they are happy about the middlemen's cut—the reverse is true—but because they know the bigger firms can afford to keep larger and more varied stocks and offer better service.

The report has been welcomed by the motoring community if only because of the reassurance it has provided that there are no sinister malpractices in this section of the motor industry. They find the inquiry salutary—even if they still do not fully understand the situation in which a manufacturer supplies sparking plugs for a few pence each as original equipment to the car firms yet charges 5s for it as a replacement item on the retail market.

Looking forward to the Monte

I know there are better, tougher and more meaningful rallies than the Monte, the 1964 edition of which gets under way in a week's time, but it still has more glamour than any of the others and success is eagerly sought by the expensive factory teams which take part in it, because car manufacturers know that the publicity value of even a class win is still very great.

Mainly for this reason the US is taking this year's Monte more seriously than ever before, with strong factory-entered Ford and Chrysler teams. The three Chrysler Valiant compacts will be powered by the new, lightweight, 4,480 c.c. V-8 engine now fitted as standard, and which makes it the lowest-priced V-8 passenger car built in America. It accelerates from a standstill to 60 m.p.h. in 12 seconds. The Valiant team will be headed by American driver Scott Harvey, a member of Chrysler's Detroit engineering staff and a successful rally driver in the US. His co-driver, Eugene Henderson, is a Michigan police sergeant.

When I last heard from Mrs Diana Howard-Williams, who keeps the Press fully informed about the East African Safari Rally, 51 entries had been received for this year's event, compared with only ten on the same date last year. The Safari—a gruelling test of man and machine—starts on March 26 and takes crews through Kenya, Tanganyika and Uganda. Entries for Britain's own Mobil Economy Run close on February 8. It starts and finishes at Bournemouth, covers 1,100 miles in England and Wales and begins on April 11.

Staying power of the Minx

When the Rootes Group introduced its Hillman Super Minx, with completely new styling and an all-synchromesh gearbox, I did not expect the older Minx to remain in production for long. Yet here it is, still going strong, and I borrowed one the other day to try to find out for myself why so many motorists still prefer to buy this older version of the Hillman—known as the de luxe Minx—in preference to the Super Minx.

Price is an important factor, of course. At £635 the 80 m.p.h., 1,592 c.c. de luxe Minx costs £109 less than the Super Minx in spite of having been brought right up to date in all respects except styling and transmission (for the bottom ratio of the four-speed gearbox still lacks synchromesh).

Here is an honest-to-goodness four-door, four-seat family saloon competitive with anything in its price bracket; a modernised version of a car which has, over the years, undergone a process of continuous refinement, and which today can be had (for £90 extra) with Borg-Warner automatic transmission.

For 1964 the styling of the de luxe Minx has been subtly altered. The bonnet line has been lowered, the roof reshaped and a full-width radiator grille fitted (in bright, rustproof aluminium). The de luxe Minx also follows present-day servicing trends by having no greasing points. Intervals between servicing have been extended to 3,000 miles. There are disc brakes at the front and the steering is lighter. The rear doors have been widened, there is a bigger petrol tank and the front bench of the early versions has been replaced by individual seats of great comfort.

Anti-aquaplaning tyre treads

Dunlop engineers are working on a new tyre, which will probably be on sale next year, to cope more effectively than anything in their present range with the problem of aquaplaning: the name they give to the behaviour of a car when it virtually becomes waterborne at high speeds on smooth wet roads when its tyre treads are not as good as they should be. Steering and braking control become extremely tricky when the car is in this condition.

This is a phenomenon which it is now believed was responsible for many mysterious accidents, including tragic motorway crashes. It is a problem about which tyre experts know much more today than even 12 months ago, thanks to the development of experimental machinery and skid-pan tests which have enabled them to study and accurately measure the effects of aquaplaning for the first time.

The new tyre is expected to have a special tread pattern and a new rubber " mix " which, in combination, will give greatly improved adhesion under aquaplaning conditions. It will, in other words, cope more effectively with the film of water on the surface of the road which it has to push out of the way at the rate of a gallon a second in order to continue " biting " the road surface.

" Some tyres resist aquaplaning much better than others " a Dunlop technician told me, " and there can be a serious loss of road grip, in certain conditions, even at low speeds. Even the best modern tyres maintain only about half their grip on a smooth, wet road at 60 m.p.h."

Motoring notes

Two awards for BMC: one from the Civic Trust for their £550,000 nine-storey, 3,300-place car park at Longbridge; the other to Dr J. H. Weaving, chief gas turbine engineer, for his Institute of Mechanical Engineers lecture on " Small Gas Turbines ". . . . Standard-Triumph International's team of top executives is now the youngest in the industry with the appointment of Mr Donald Stokes as chairman in succession to Sir Henry Spurrier. Mr George Turnbull (director and general manager) is 37, Mr Harry Webster (engineering director) is 46 and Mr John Carpenter (general sales manager) is 38. . . .

Above: Aquaplaning at 60 m.p.h. on the Dunlop proving ground in Birmingham. Treaded rear tyres of modern design drive the car. The front ones are smooth and ride over the wet road surface without turning, as shown by the hub cap and white tyre marker. Under ordinary conditions when this phenomenon of aquaplaning is present, disaster could be imminent
Left: The 1600 Hillman Minx de luxe saloon

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

BRITISH WEATHER has for centuries been unpredictable, though the born countryman has by signs and portents often proved his accuracy as a weather man. Now, the Meteorological Office is supplying us with a monthly long range forecast. Its reliability remains to be proved.

Whatever their deductions may be, one is still faced with the fact that the climate of our Isles is predominantly changeable, especially during the winter months, so the British Public will continue to experience the rough and the smooth, the hazards of winter and the promise of Spring.

Spells of the latter may easily assert themselves without any warning, so take a tip from the Boy Scout's motto, " Be Prepared ", and seize every opportunity of sunny weather for a few days on the open road.

Here is a digest of a few days we spent in late autumn. Leaving our Sussex coastal home, we traversed the South Downs via Bury Hill and came across country to that unspoilt terrain on the verge of Ashdown Forest, with the *Roebuck Hotel*, Wych Cross (on the London/Eastbourne road), as our luncheon objective. Always attractive, never has it enjoyed such excellent management as now. Our meal in cooking and presentation could not be faulted, and for a long winter weekend time spent there would prove all too short.

By cross-country roads, with never a hint of a traffic jam, we came to *Oatlands Park Hotel*, on the outskirts of Weybridge, for the night. How fortunate were we wayfarers to get a vacant room, for though the bed capacity is about 170, over 100 guests reside there more or less permanently; for Oatlands represents in its country surrounds the best hotel value anywhere.

Next day pursuing our cross-country journey, we passed by Virginia Water, Ascot and Bracknell New Town. (Here, we noted one enormous modern pile labelled Meteorological Office!) Skirting Reading, we came to Thames-side and looked in at *Shillingford Bridge Hotel*, which is definitely a place to be noted now that it is under the same ownership as *Ringmer Hotel*, Ringmer, and *Whitefriars Hotel*, Herstmonceux, in Sussex.

Then we passed on to our luncheon objective—*Riverside Hotel*, Burcote, a few miles on the Reading side of Abingdon. Mr and Mrs Miles Humbert, who did so much to put *Tresanton Hotel*, St. Mawes, on the map, have again achieved the seemingly impossible at this once Edwardian private mansion. Both are blessed with the know-how of good food, an interesting " cellar " and, equally, taste in decor and all those et ceteras which make for complete bedroom comfort. With central heating throughout, plus the warmth of the Humberts' friendliness, we doubt whether the Thames could ever freeze alongside the *Riverside's* moorings.

In good heart after an excellent lunch, we made straight for our weekend objective, *Alveston Manor Hotel*, Stratford-on-Avon. Set in seven acres of grounds, on the south side of Stratford's famous Clopton Bridge, the hotel could not be better pitched for motorists approaching Stratford from London, the Cotswolds, or for anyone with the Shakespeare Memorial Theatre as an objective—a few minutes' pleasant stroll along the river bank.

To state that *Alveston Manor Hotel* is now first class would be a generalism that would not do justice to an hotel where the directorate (Motor Lodge Developments Ltd.), management and staff are dedicated to be of day and night service to transient visitors.

Spending two nights we were delighted with our experience. The detailed thought in our bedroom and bathroom was exceptional. All the staff were out to please and, unquestionably, *Alveston Manor* is a worthy addition to the Shakespearean town and for its overseas clientele.

On the Sunday afternoon we took the opportunity of visiting Coventry Cathedral, where we were impressed beyond belief with the basic theme that has inspired all concerned in its construction and completion.

We spent the night in Leamington Spa, at the 45-bedroomed *Spa Hotel*, well away from the traffic disturbance, in Holly Walk. Like many other British Spas " taking the waters " is a habit of the past, and though this *Spa Hotel* may on first impressions, especially on a Sunday night, wear a Victorian air we were quick to discern a friendly and efficient undercurrent. A bright receptionist won our hearts by giving us a choice of bedrooms. A gas fire (no meters) soon removed any chilliness. A friendly dispense bar put us into top gear for the dining room, and our dinner was cooked as we would have liked it at home. For those *not* insistent on private bathrooms, à la carte menus and the like, this *Spa Hotel* undoubtedly appeals, and for ourselves we shall be happy to repeat our experience.

On the Monday we made a devious journey southwards, looked in to view the enlargements and additions which Trust Houses Ltd. have made at the *White Hart*, Buckingham, and then by some careful map-reading ferreted out *Studley Priory Hotel*, Horton-cum-Studley, seven miles north of Oxford.

As a specimen of an Elizabethan Manor, with roots considerably deeper, *Studley Priory* is well worth visiting, the more so because the present resident owners, Major and Mrs E. E. Parke, are well versed in the gastronomic arts and have redecorated and refurnished a large part of the Priory in harmony with its traditional past. Central heating throughout takes over from any chill-some air outside.

There was a perceptive nip in the air when we headed south the next morning. What a joy was the contrasting warmth as we stepped into the entrance lounge of *Brimpton Grange Hotel* at Milton Common, where Mr and Mrs T. Brooks-Pilling have, since they acquired the property, wrought wonders in refurnishing, redecorating and reheating. At the same time they have built up such a reputation for wine and food that the hotel has been awarded the motoring organisations' rosette.

Another feature in *Brimpton Grange's* favour is, thanks to specially built staff quarters and the human manner in which the Brooks-Pillings treat their employees, that they have no staff problems and so the smooth running of the hotel remains constant.

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